

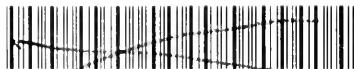
STATE OF CONNECTICUT




REPORT
OF THE
RAILROAD COMMISSIONERS.
1903

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1903

51ST ANNUAL REPORT

OF THE

Railroad Commissioners

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

Annual Reports of the Steam Railroad Companies of
the State for the Year Ending June 30, and
of the Street Railway Companies for
the Same Period

PRINTED BY ORDER OF THE LEGISLATURE

HARTFORD PRESS
THE CASE, LOCKWOOD & BRAINARD COMPANY
1903

Railroad Commissioners

WASHINGTON F. WILLCOX

WM. O. SEYMOUR

ORSAMUS R. FYLER

REPORT.

To His Excellency, ABIRAM CHAMBERLAIN,

Governor of Connecticut:

The Fifty-first Annual Report of the Board of Railroad Commissioners, containing the reports of the operations of the steam railroad and street railway companies for the year ending June 30, 1903, with the statistical tables compiled therefrom, and a condensed statement of the proceedings of the Board to the date of this report, is herewith submitted. During the period covered by this report the Tariffville branch of the Hartford & Connecticut Western Railroad, 10.01 miles of which is located within the State of Connecticut, and the East Granby & Suffield branch of the same road, 3.77 miles long, have been opened for business; also 11.30 miles of additional sidings have been laid within the state during the year, making a total mileage of 1,861.76 main line, branches, and sidings included within the state, an increase for the year of 25.08 miles. The volume of business transacted by the steam roads during the year has been unusually large, exceeding that of any previous year, showing gross earnings amounting to \$48,988,-685.72, being \$3,863,037.02 in excess of the earnings of 1902, which were thought at that time to be phenomenally large. The New York, New Haven & Hartford Railroad Company earned \$47,296,077.51, the New London Northern Railroad Company \$1,014,554.52, the Central New England Railway Company \$663,103.06, and the South Manchester Railroad Company \$14,950.63, all exceeding the earnings of the previous year, excepting the latter company. The earnings derived from the passenger department have been \$23,489,094.18, and from the freight department \$25,051,029.01. It will be

observed that the increase in net earnings, amounting to only \$20,257.61, has not been proportionate to the increase in gross earnings, owing to the largely increased transportation expenses, arising principally from the advance in cost of fuel, wages of employees, and the change in demurrage charges for use of freight cars from a mileage to a per diem basis adopted by the American Railway Association. There have been 4,873,251 more passengers carried and 1,304,377 more tons of freight handled than during the previous year. The double tracking of the Naugatuck Railroad south of Derby Junction is completed and in operation, and that portion extending from Derby Junction to Ansonia is so near completion that the traffic of the New Haven & Derby branch now passes over the new tracks. The Bridgeport improvements of the N. Y., N. H. & H. Railroad are so far advanced that the traffic will be transferred to the elevated tracks on or about the 1st of January, 1904, when the construction of a new passenger station will be commenced. The Rockville Railroad, extending from Vernon to Rockville, has been acquired by the purchase of its entire capital stock by the N. Y., N. H. & H. Railroad Company during the past year, and the Middletown, Meriden & Waterbury Railroad has been leased to the same company for a period of fifty years from the 10th of November, 1902.

PROCEEDINGS OF THE BOARD RELATING TO STEAM RAILROADS.

NAUGATUCK.

On January 8, 1903, the warden and burgesses of the borough of Naugatuck presented their petition for gates to be erected or a flagman maintained at a crossing on the Naugatuck Division of the N. Y., N. H. & H. R. R., known as Bridge Street, or Foundry Road, in Union City in the town and borough of Naugatuck. After due notice to the parties the petition was heard on January 30, 1903, and we found that public safety required that a gate be maintained at said crossing daily, Sunday excepted, between the hours of 6.30 A. M. and 7 P. M., and an order to that effect was issued to the company.

NORWICH.

Upon the application of the corporation counsel of the City of Norwich, asking that the whistling for highway crossings within the limits of said city, on the line of the Vermont Central Railway, be discontinued, we issued an order to said company, similar to the order issued to the Norwich & Worcester and the New England companies, under date of January 2, 1895, and February 15, 1896, in compliance with an agreement between said city and said company, waiving the right to a public hearing thereon.

WINDSOR LOCKS RAILROAD COMPANY.

On the 18th day of February, 1903, the Windsor Locks Railroad Company presented to us its petition for the approval of the layout and location of its railroad, extending from a point on the line of the East Granby & Suffield Railroad, in the town of East Granby, to a point at or near Chestnut Street in the town of Windsor Locks, said proposed railroad being four miles in length. A hearing upon said application was held February 27, 1903, when the parties in interest appeared and were heard and on March 24, 1903, we issued our written approval of the layout and location of said railroad.

NEW HAVEN.

The mayor of the city of New Haven presented a petition asking for permission to construct a spur track for switching purposes at grade across Sherland Avenue in said city, to be used for transporting stone from the quarries owned and operated by C. W. Blakeslee & Sons. After due notice to all parties in interest a hearing upon said application was had on the 20th day of March, 1903, when the parties appeared and were heard, and no opposition being made the petition was granted.

TRANSPORTATION OF EXPLOSIVES.

Upon the application of the N. Y., N. H. & H. Railroad Company, under the provisions of Section 3771 of the Revised Statutes of 1902, we prescribed written regulations for the transportation of an explosive material or compound known as Masurite, under date of April 21, 1903.

TORRINGTON.

The warden and burgesses of the borough of Torrington brought before us their petition dated February 14, 1903, asking for gates at the Water and Pearl Street crossings of the Naugatuck Railroad in said borough. An order for a hearing of the petition on the 21st day of April, 1903, was issued, but previous to the hearing the railroad and the borough officials agreed that gates should be ordered at each of said crossings without a public hearing of the petition, and on the 28th day of April an order was issued by us, with the consent of both parties, requiring gates to be erected and operated at each of said crossings between the hours of 6.45 A. M. and 7.45 P. M. daily, Sunday excepted.

SUNDAY TRAINS.

Permits for running Sunday trains on the N. Y., N. H. & H. Railroad were issued on May 27, 1903, July 1, 1903, and on July 21, 1903. Also on the Central New England Railway on May 12, 1903.

DANBURY.

The mayor of the City of Danbury presented a petition for gates at the Wildman Street crossing and all other grade crossings within the city limits where public safety and convenience required the same, dated April 29, 1903. On the 5th day of May, 1903, we met and heard the parties, and the evidence offered principally referred to conditions existing at the Wildman Street and Maple Avenue crossings. The Maple Avenue crossing was considered and decided by us in November, 1900, and it was not shown that any changes had taken place in the conditions surrounding said crossing since that decision. In view of the conditions existing at the Wildman Street crossing we were of the opinion that public safety required that gates should be established and maintained and we so ordered.

NEW BRITAIN.

The mayor and common council of the City of New Britain presented a petition dated May 8, 1903, asking for an extension of the time during which gates should be operated at the various

railroad crossings in said city. The officials of the railroad company agreed with the corporation counsel of the city to operate the gates during the hours named in the petition and to waive the right of a public hearing thereon, and accordingly an order to that effect was issued by us on the 27th day of May, 1903.

SAYBROOK.

On April 8, 1903, the selectmen of the town of Old Saybrook presented to us a petition asking for gates at the Main and Lynde Street crossings in said town. After due notice the parties were heard on the 22d day of May, 1903, and on June 17th an order was issued requiring gates at Main Street and a flagman at Lynde Street to be operated during the hours named therein.

CHATHAM.

In April, 1903, the selectmen of the town of Chatham, on the Air Line division of the N. Y., N. H. & H. R. R., presented a petition asking that gates be erected at a crossing about a mile west of East Hampton station, known as "Long Crossing." On May 8th we met and heard the parties in interest, and on June 1, 1903, in view of the fact that the crossing was situated at too great a distance from the station for the convenient and economical operation of gates, ordered that an electric signal bell be maintained and operated at said crossing.

PLAINVILLE.

On April 8, 1903, the selectmen of Plainville presented a petition, in which they complained that an electric alarm bell previously ordered at East Main Street crossing on the Highland division of the N. Y., N. H. & H. R. R. Co. did not afford proper protection, and asking that gates be substituted; also asking that gates be erected at Broad Street on the Northampton division, that the approach to the passenger station from the highway known as West Main Street was not convenient, safe, and free from obstructions before and after the arrival of passenger trains, and requesting that the practice of switch-

ing across West Main Street be eliminated so far as possible. The petition was heard on the 6th day of May, and on June 1st we ordered a flagman to be stationed at East Main and Broad Streets between the hours of 7 A. M. and 7 P. M., Sundays excepted, directed said company to keep the approach to the passenger station free from obstructions for a period of five minutes previous to the arrival of all steam trains, and that switching over said approach at all other times be so conducted as to cause the least obstruction possible.

NORTH BLOOMFIELD.

The Hartford & Connecticut Western Railroad Company and the Central New England Railway Company presented to us a petition asking to abandon the present station and to build a new one about one-half mile east of the location of the old station. After giving the notice required by statute we met in the station on the 19th day of June, 1903, and the parties were fully heard. Upon the evidence presented it appeared to us that a large majority of those using the station would be greatly inconvenienced by the proposed change in location and we declined, therefore, to grant our approval of the change.

CLINTON.

The selectmen of the town of Clinton on the 28th day of May, 1903, presented a petition asking for gates, electric bells, or a flagman at Buell's crossing, so called, in said town, and on July 8, 1903, we met, heard the parties, examined the crossing, and ordered an electric alarm bell to be established and maintained at said crossing.

WILTON.

Having been requested in writing to make an investigation as to the condition of the fence between the right of way of the Danbury branch and the premises of an adjoining proprietor, we deemed it necessary and therefore ordered the N. Y., N. H. & H. Railroad Company to erect a lawful fence between its right of way and the land of the adjoining owner within thirty days of date of order.

NEW MILFORD.

The selectmen of New Milford presented a petition dated August 11, 1903, asking permission for the South Kent Granite Company to construct, maintain, and operate a side track for switching purposes at grade across a certain highway in said town. After due notice the parties were heard and the permission desired was granted.

BRIDGEPORT.

The mayor and common council of the City of Bridgeport on the 24th day of September, 1903, presented a petition asking that the East Washington Street grade crossing of the tracks of the Berkshire Division of the N. Y., N. H. & H. Railroad Company be abolished, that said tracks be elevated and carried over said highway in the manner and according to the plans agreed upon by the City of Bridgeport and said railroad company, and to apportion the expense of such work in the manner agreed upon by said city and said company. The parties were heard after due notice on the 12th day of October, 1903, and an order issued in accordance with the terms of the agreement between the city and the railroad company.

DERBY.

Having examined the new tracks recently constructed in the town of Derby between the bridge over the Naugatuck River and the old town road, so called, on October 28, 1903, we issued a certificate to the N. Y., N. H. & H. Railroad Company that said tracks were in a suitable and safe condition for traffic.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

On March 10, 1903, we examined that portion of the Springfield branch of this company extending across the "Montague Farm," so called, and issued a certificate that it was in a suitable and safe condition for the transportation of passengers.

BRISTOL.

The selectmen of the town of Bristol presented to us a petition asking for gates, flagman, or electric bells at the first grade crossing west of the Forestville station on the line of the Highland division of the N. Y., N. H. & H. Railroad Company. After due notice to the authorities making such request and to the company operating said road, on November 24, 1903, we met, heard the parties, examined the crossing, and ordered an electric bell to be erected, maintained, and operated as a warning of the approach of all engines, cars, and trains.

EAST HARTFORD.

The selectmen of East Hartford presented a petition, dated July 8, 1903, asking for the elimination of the Main Street crossing of the tracks of the Highland division of the N. Y., N. H. & H. Railroad Company in said town. Upon due notice to the parties named in said petition we met on September 2, 1903, when the parties appeared and were heard, and said hearing was continued from time to time until December 9, 1903. After carefully considering the various plans presented for the elimination of the crossing we were of the opinion that the public interests would be best subserved by depressing fifty feet in the center of the highway about 8 feet 4 inches and elevating the tracks of the railroad about 8 feet 6 inches, with approaches on a grade of 4 per cent., leaving about 25 feet in width of the highway on each side of the depressed roadway to facilitate access to the abutting property on either side of the street.

ACCIDENTS.

The following is a summary of the casualties resulting from the operation of the steam roads for the past year:

	Injured.	Fatal.	Not Fatal.
Passengers, . . .	54	4	50
Employees, . . .	181	44	137
Trespassers, . . .	139	87	52
Others, . . .	31	14	17
Total, . . .	405	149	256

PASSENGERS.

As shown in the foregoing statement the number of passengers injured on the steam roads within this state during the year covered by this report has been 54, being 21 more than for the previous year, four of whom were fatally injured, three more than last year. Two of these were injured on the New London Northern Railroad and four were killed and forty-eight injured on the N. Y., N. H. & H. Railroad. One passenger was killed and 21 injured in a collision at Sandy Hook on October 9, 1902. Two passengers were killed and six injured in a collision at South Norwalk on May 2, 1903. Nine passengers were also injured in a collision at Waterbury on March 31, 1903. One passenger was killed in jumping from a moving train at Pomperaug Valley Station.

EMPLOYEES.

The number of employees injured has been 181, 61 less than the number reported last year. Of this number 44 were fatally injured, nine more than for the previous year. Forty-eight were injured in falling from trains or engines, 21 in coupling or uncoupling engines or cars, 10 from overhead obstructions, and 102 from other causes not named.

The casualties and loss of property resulting from the collision of trains have been large, in common with the experience of the whole country, the most important of these occurring at Sandy Hook on the Highland division, at Waterbury on the Naugatuck division, and at South Norwalk on the New York division, the first two resulting from disobedience of orders and the last from a disregard of block signals.

The Inter-State Commerce Commission, in view of the appalling loss of life and property from this cause, have, in their report just issued, recommended the passage of a law requiring the adoption and use of the block system (unless some better device can be secured) similar to a law in force in Great Britain and Ireland. The proposed bill provides that each railroad company be required to adopt a block system on one-fourth of its passenger lines by Jan. 1, 1906, on another fourth

by Jan. 1, 1907, another fourth one year later, and on the whole by Jan. 1, 1909. The conditions of the railway system of Great Britain and Ireland are vastly different from those which exist in this country. There the limited extent of territory to be served, the density of population, the shortness of the subsidiary lines, all of which are busy and profitable, present a condition in marked contrast with the American railway systems, many of which comprise thousands of miles of local roads extending through rural districts sparsely settled, and which barely pay the cost of operation. To require this class of roads to install and maintain a block signal system would seem to be unwise and impracticable, while such safeguards should be provided on all important and busy lines over which a large amount of indiscriminate traffic passes. It would seem, therefore, that some discretion should be used in the enforcement and application of such a law, and that it should not be made universally applicable to all roads irrespectively. The work of the Inter-State Commerce Commission in securing the adoption of various safety appliances in the operation of railroads, such as automatic couplers, train brakes, and grab-irons on freight cars, etc., has been important, and could only have been accomplished by a national commission endowed with national authority.

TRESPASSERS.

The injuries resulting from trespassing upon the tracks have been 139 compared with 126 for the previous year, of whom 87 were killed, six more than the number reported last year.

INJURED AT HIGHWAY CROSSINGS.

The number injured at grade crossings of highways has been 23, one less than last year, nine of whom were killed, five less than for the previous year. The total number of grade crossings in the state is 984, three more than last year. Two on the Northampton division, heretofore disputed, have been decided by the Superior Court to be public crossings, and one more

is reported in New Britain. No grade crossings have been eliminated during the year, although a number are in process of elimination, but were not completed on June 30, 1903. The number of highway crossings under the tracks is reported as 273, and the number passing overhead 225. The number protected by gates is 113, with flagmen 36, and with signal bells, 31.

FINANCIAL STATEMENT OF THE CONDITION AND OPERATIONS OF THE STEAM RAILROADS FOR THE YEAR ENDING JUNE 30, 1903.

CAPITAL STOCK.

The total capital stock issued by the companies reporting to us on the date named above was \$119,658,468.38, an increase of \$16,311,900.00 over the amount reported last year, consisting of the stock of the East Granby & Suffield Railroad Company amounting to \$100,000.00, and an increase in that of the N. Y., N. H. & H. Railroad Company amounting to \$16,211,900.00. The capital stock issued per mile of road is \$78,062.23. The amount held in the State of Connecticut is \$53,739,900.00, compared with \$48,699,000.00 as per last report. Number of stockholders in Connecticut 4,482, as compared with 4,148 reported last year.

FUNDED DEBT.

The total funded debt of the companies is \$37,643,000.00, compared with \$39,144,000.00 for the previous year. The funded debt of the Naugatuck Railroad has been increased \$274,000.00 and that of the N. Y., N. H. & H. Railroad reduced \$1,775,000.00. The funded debt per mile of road is \$24,557.35.

The current liabilities of the companies amounts to \$7,915,548.86, being \$1,277,954.56 more than for the preceding year. The liabilities of the Boston & New York Air line have been increased \$10,444.95, the Hartford & Connecticut Western \$30,692.46, the Naugatuck Railroad \$332,660.75, the N. Y.,

N. H. & H. Railroad \$931,772.64, the Norwich & Worcester \$579.00, and the South Manchester \$730.37, while the liabilities of the Central New England have been diminished \$23,250.03, the New England \$70.00, the New London Northern \$5,071.58, and the New Haven & Northampton \$534.00, making the net increase as stated above, \$1,277,954.56.

GROSS EARNINGS.

The total gross earnings of the year have been \$48,988,-685.72, compared with \$45,125,648.70 for the previous year, showing an increase of about $8\frac{1}{2}$ per cent., amounting to \$3,863,-037.02. The passenger earnings were \$23,489,094.18 and the freight earnings \$25,051,029.01, the balance, to wit, \$448,-562.53, being the revenue from other sources. The gross earnings per mile operated were \$20,748.42, and per mile run \$2.02292.

OPERATING EXPENSES.

The operating expenses for the year were \$36,470,434.03, an increase of \$3,842,930.68 over that of the previous year, and constituting 74.45 per cent. of the gross earnings. This large increase in operating expenses is principally due to the increased cost of fuel, wages, and change in demurrage charge methods.

NET EARNINGS.

The net earnings have been \$12,518,402.96, being \$20,-257.61 more than for the preceding year, and were \$5,301.98 per mile operated and \$.51697 per mile run.

TAXES.

The amount paid for taxes was \$2,455,604.57, which is \$24,921.55 less than the amount paid the previous year. The amount paid to the State of Connecticut was \$1,032,173.36. The entire amount paid on this account was about five per cent. of the gross earnings.

DIVIDENDS.

Dividends amounting to \$5,637,112.00 have been paid on capital stock amounting to \$89,399,300.00, and no dividends paid on \$30,259,168.38 of capital stock. For a detailed statement of dividends paid and the amount of stock upon which they were and were not paid, see table No. 7, page 83.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried during the year was 64,918,472 as compared with 60,045,221 for the previous year, showing an increase of 4,873,251 or about 8 per cent. more than the number carried last year. The average length of each passenger trip was 17.44 miles, being 0.09 miles more than for the previous year. The passenger revenue was \$19,702,008.77 as compared with \$18,275,183.82 for the previous year, being an increase of \$1,426,824.95. The amount received per passenger was \$0.3035 compared with \$0.30436 for the previous year, the average receipts per passenger per mile \$0.01739, the passenger earnings per mile of road \$9,948.45 as compared with \$9,296.38 for the preceding year, and the passenger earnings per train mile \$1.44171 compared with \$1.39112 for last year.

FREIGHT CARRIED AND FREIGHT REVENUE.

The number of tons of freight carried was 20,034,889 compared with 18,730,512 tons for the previous year, showing an increase of 1,304,377 tons. The average haul was 85.61 miles, as compared with 81.28 miles for the previous year. The total freight revenue was \$24,139,372.99 in comparison with \$22,088,944.40 for last year, showing an increase of \$2,050,428.59. The average amount received for each ton of freight handled was \$1.20486, and the average receipts per ton per mile \$0.01407. The freight earnings per mile of road were \$10,609.99 compared with \$9,815.14 for the previous year, and the freight earnings per train mile \$3.04963.

TRAIN MILEAGE.

The mileage of passenger trains earning revenue was 15,709,094, being 383,384 miles more than last year. The mileage of revenue freight trains was 7,436,424, being 399,539 miles more than for the preceding year, and the mileage of other trains 7,319,629, being an increase of 273,703 miles. The total mileage of all trains was 30,465,147, an increase of 1,056,626 miles.

PROPERTY ACCOUNTS.

The property accounts of the companies amount to \$202,136,820.61, consisting of the following items: Cost of roads, \$119,472,978.74; cost of equipment, \$13,005,977.23; bonds and stocks owned, \$11,382,674.13; other permanent investments, \$15,220,889.34; cash and current assets, \$19,670,626.38; and other assets, \$23,383,674.79. The average cost of the roads is \$78,055.79 per mile, and the average cost of the equipment \$84,847.78 per mile.

LENGTH OF ROADS.

The total length of main line and branches included in this report is 2,328.50 miles, the total length of second track 659.03 miles, and the total length of third and fourth tracks 153.36 miles. The length of track over which the companies have trackage rights is 68.35 miles, and the length of sidings 1,297.41 miles, making a total of 4,506.65 miles of single track.

The length of main line and branches in Connecticut is 1,027.13, the length of second track 248.55 miles, and the length of third and fourth tracks 84.88 miles, making 333.43 miles of second, third, and fourth tracks. There are also 501.20 miles of sidings, an increase during the year of 11.30 miles, a total of 1,861.76 miles of single track and sidings.

MAINTENANCE OF WAY AND STRUCTURES.

The amount expended for the maintenance of way and structures has been \$6,486,514.70, being \$109,862.83 more than the amount so expended last year, and amounts to \$2,898.24 per mile operated and about \$0.265 per mile run.

MAINTENANCE OF EQUIPMENT.

The amount expended in the maintenance of equipment has been \$4,301,033.34, which is \$1,221,097.40 less than the amount expended for this purpose last year, being an expenditure of \$1,923.09 per mile of road operated and \$0.176 per mile run.

CONDITION OF THE ROADS.

We present herewith a detailed statement of the total mileage of all tracks of each of the four operating roads reporting to us. That portion of this mileage existing within the State of Connecticut is given on pages 3 and 15.

New York, New Haven & Hartford Railroad.

First track,	2,007.52 miles.
Second track,	654.43 "
Third track,	77.21 "
Fourth track,	76.15 "
Trackage rights,	67.10 "
Sidings,	1,211.22 "
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Total, all tracks,	4,093.63 "

The Central New England Railway.

First track,	197.73 miles.
Second track,	4.60 "
Trackage rights,	1.25 "
Sidings,	44.49 "
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Total, all tracks,	248.07 "

New London Northern Railroad, operated by the Central Vermont Railway Company.

First track,	121.00 miles.
Sidings,	39.02 "
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Total, all tracks,	160.02 "

The South Manchester Railroad.

First track,	2.25 miles.
Sidings,	2.68 "
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Total, all tracks,	4.93 "

Grand total, single tracks of all roads, 4,506.65 "

The principal results of the operation of all the steam roads for the year ending June 30, 1903, are grouped here, for more convenient reference, although the same facts are elsewhere stated under their proper heads in the body of the report:

Gross earnings,	\$48,988,685.72
Operating expenses,	36,470,434.03
Net earnings,	12,518,402.96
Freight earnings,	25,051,029.01
Passenger earnings,	23,489,094.18
Earnings from other sources,	448,662.43
Expended for maintenance of way and structures,	6,586,514.70
Expended for maintenance of equipment,	4,301,033.34
Number of new ties laid,	1,500,409
Tons of new steel rails laid,	5,784
Total number of employees,	32,462
Compensation of same,	\$20,356,250.00
Number employed in maintenance of way and structures,	6,949
Amount paid for their services,	\$3,420,256.76
Passengers carried,	64,918,472
Tons of freight carried,	20,034,889
Passengers injured,	54
Passengers killed,	4
Employees injured,	181
Employees killed,	44
Number of grade crossings,	984
Injured at grade crossings,	23
Killed at grade crossings,	9
Tons of coal consumed,	1,527,072
Taxes,	\$2,455,604.57
Taxes paid to Connecticut,	1,032,173.36

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

NEW YORK DIVISION.

The track and bridges of the main line of this division extending from New York to New Haven have been maintained in excellent condition. The only material change in the line during the past year is that connected with the Bridgeport improvement, which has been in progress for several years, the character and purpose of which have been fully described in previous reports. The work is so near completion that the traffic of the road will probably be transferred from the surface

to the elevated roadway before this report goes to press. The erection of a new passenger station building of suitable proportions to accommodate the large amount of business originating and centering here as the junction point of the Berkshire and Naugatuck divisions will require another year for its completion.

The New Canaan and Danbury branches of this division have been maintained in a satisfactory condition. A new passenger station building has been erected during the past year in Danbury, on White Street at the junction of the Danbury branch with the Highland division, for the joint use of both roads.

HARTFORD DIVISION.

The track of the main line of this division between Cedar Hill and North Haven has been relaid with new steel rails and four of the iron bridges on the line are to be renewed with heavier steel girders to meet the requirements of the heavier traffic. The masonry of the west span of the bridge over the Connecticut River at Warehouse Point is completed and new double-track steel girders are to be placed thereon, which will inaugurate the much-needed change of the whole structure from a single to a double-track bridge. The track of the Valley branch of this division has been improved by laying 1,200 tons of new steel rails, and new and heavier steel girders have been ordered for five of the light iron bridges. The track and bridges of the Middletown & Waterbury branch have been much improved during the past year.

AIR LINE—NORTHAMPTON DIVISION.

That portion of the Northampton road south of Mount Carmel has been reballasted during the past season and a new steel girder bridge erected just north of Plainville in place of a lighter iron structure not strong enough for the present traffic, referred to in our last report. A new and larger culvert is being constructed on the New Hartford branch to guard against the repetition of the washout which occurred there during the past season. The track and bridges on the Air Line branch have been maintained in excellent condition.

SHORE LINE DIVISION.

The track and bridges of the main line of this division have been maintained in excellent condition. At Poquonnock Junction a new freight yard is being constructed on the north side of the main tracks to relieve the New London yard of much of the work heretofore done there under very restricted conditions. The track is to be raised about eighteen inches above its present level, and two short iron bridges within the limits of the proposed change are to be furnished with heavier steel girders. On the Norwich & Worcester branch the track is in good condition, and six of the bridges on the line have been furnished with steel girders in place of wood or lighter iron.

BERKSHIRE—NAUGATUCK DIVISION.

The track of the Berkshire division has been improved by laying thirteen and one-half miles of new steel rails between Newtown and Bridgeport, and that portion between Stepney and Bridgeport rebalasted during the past season. The track extending from the passenger station in Bridgeport northerly has been elevated to correspond with the elevation of the tracks of the New York division, and Congress Street and East Washington Avenue have been carried under the tracks so elevated. A new abutment has been built under a bridge at West Cornwall, and three short wooden bridges between Stepney and Bridgeport strengthened by placing additional stringers under each rail. On the Botsford branch the long piling just east of Botsford junction is to be filled, and an arch culvert is now being constructed to carry the stream across the roadbed; also two other bridges have been furnished with iron girders, and others strengthened with additional stringers. Three new iron girder bridges have been erected on the Derby branch in place of wooden structures. The double-tracking of the Naugatuck branch south of Derby junction is completed, and that portion between Derby junction and Ansonia is so far advanced that the traffic of the Derby branch has been transferred to the new tracks. New passenger station buildings have been erected at Derby and Ansonia.

HIGHLAND DIVISION.

On this division eleven bridges have or will be supplied with heavier new steel girders to meet the requirements of heavier traffic, and about two miles of new steel rails are to be placed in the track east of Danbury, twelve miles in the west-bound track between Hartford and Vernon, and three miles in the east-bound track between the same points. The Howe truss bridge over the Pomperaug River was burned during the past season, and the traffic is now carried over the stream on a wooden trestle ninety feet high. A bridge near Vernon, on the Rockville branch, has had three rolled iron beams placed under each rail in place of wooden trussed stringers during the past season. The track of the main line and the Connecticut Central, Melrose, and Rockville branches is in excellent condition.

MIDLAND DIVISION.

The track of this division is to be improved by laying new steel rails in one track between East Thompson and Chaplin and in the other between Putnam and "Hammond's Sag," so called, and new steel girders are to be furnished on two bridges on the division. The track of the line from Willimantic to Providence is in good condition, and three bridges are to be furnished with new steel girders in place of wood.

SUMMARY OF THE OPERATIONS OF THE NEW YORK, NEW HAVEN & HARTFORD SYSTEM FOR THE YEAR ENDING JUNE 30, 1903.

The gross earnings for the year have been \$47,296,077.51, being \$3,774,990.40 more than the earnings of the preceding year. The passenger revenue was \$19,271,634.68 and the freight revenue \$23,014,494.19, the balance, \$5,009,948.64, representing the receipts from other sources. The operating expenses were \$34,955,023.54, being \$3,681,149.93 more than for the previous year, constituting 73.91 per cent. of the gross earnings. The net earnings, or income from operation, were \$12,341,053.97, which was an increase of \$93,840.47. The amount expended for maintenance of way and structures was \$6,237,722.02, being \$79,819.91 more than the amount so

expended last year, and is \$3,062.03 per mile of road operated, constituting 18 per cent. of the total operating expenses. The number of new ties placed in the track has been 1,383,321, being 679 ties per mile of road operated, and the number of tons of steel rails laid 5,608. The cost of the maintenance of equipment has been \$4,189,918.92, being \$1,236,089.13 less than the amount expended for this purpose last year, which then included the cost of new equipment purchased. The whole number of employees, including officers, is 31,028, whose compensation has been \$19,659,086.89, and the number employed in the maintenance of way and structures 6,495, to whom \$3,241,616.99 have been paid for services rendered.

CENTRAL NEW ENGLAND RAILWAY.

The line from Tariffville to Springfield, as originally intended, has been accomplished by purchasing the right of way across the Montague farm, so called, thus obviating the passage over the "loop line" known as the East Granby & Suffield Railroad. As elsewhere stated, a line has been located, but not yet constructed, between a point on the East Granby & Suffield Railroad to a point at or near Chestnut Street, so called, in the town of Windsor Locks. New station buildings have been erected at Tariffville, East Granby, and Suffield on the Springfield branch and at North Bloomfield and Cottage Grove on the main line during the past year, and the station buildings on the line generally been repainted. The track between Hartford and Winsted was never in better condition than now, having been thoroughly reballasted, lined, and surfaced. The filling of the Chapinville trestle is practically completed, requiring a larger amount of material than was originally supposed necessary on account of the unexpected settlement and displacement of the material covered by the embankment.

The gross earnings for the year have been \$663,103.06, which is \$69,137.63 more than for the previous year, the passenger revenue being \$225,163.70 and the freight revenue \$363,150.20. The operating expenses were \$522,250.24, compared with \$436,249.45, constituting 78.76 per cent. of the gross

earnings. The amount expended for the maintenance of way and structures has been \$142,238.95, being \$16,768.93 more than the amount so expended last year, and amounts to \$7,158.12 per mile of road operated, constituting about 27 per cent. of the total operating expenses. The number of new ties placed in the track was 61,303, being 308 ties per mile of road operated. The number of employees, including officers, has been 659, receiving \$338,416.43 for services rendered, and the number employed in the maintenance of way and structures 297, to whom the sum of \$116,173.50 was paid for services.

NEW LONDON NORTHERN RAILROAD.

The track between Willimantic and Norwich has been thoroughly reballasted during the past season, and the grade of a bridge over a highway just south of Willimantic raised about eighteen inches, to give greater headroom over the highway. The grade of a pile bridge and its approaches at Waterford has also been raised about three feet, to give more clearance for small craft passing underneath. It is understood and expected that an arrangement satisfactory to the government officials will be made for the renewal of the wooden drawbridge at New London with an opening of fifty feet for the passage of vessels, moving the bridge fifteen or eighteen feet west of its present location.

The gross earnings for the year have been \$1,014,554.52, being an increase of \$22,007.85 over the earnings of the previous year. The operating expenses were \$978,058.35, as compared with \$902,046.93 and being an increase of \$76,011.42. The net earnings, \$36,496.17, being \$54,003.57 less than the preceding year. The amount expended for the maintenance of way and structures has been \$102,186.12, being \$13,726.94 more than last year, which is \$844.51 per mile of road operated, constituting about ten and one-half per cent. of the total operating expenses. The number of new ties placed in the track during the year was 54,469, which is 450 ties per mile of road operated. The number of employees, including officers, is reported as 758, to whom the

sum of \$348,619.98 was paid for services rendered, and of which number 152 have been employed in the maintenance of way and structures, receiving \$60,412.95 for services rendered in that capacity.

SOUTH MANCHESTER RAILROAD.

The track, roadbed, and equipment have been maintained in good condition during the past year. The gross earnings for the year were \$14,950.63 as compared with \$18,049.49 for the previous year, a decrease of \$3,098.86. The passenger revenue was \$4,081.52 and the freight revenue \$10,788.16, showing a decrease of \$282.49 in the passenger revenue and \$2,819.42 in the freight revenue for the year. Operating expenses were \$15,101.90 as compared with \$15,333.36 for the preceding year, leaving a deficit of \$151.27 in the operations for the year. The amount expended for the maintenance of way and structures is reported as \$4,367.61 compared with \$4,820.56 for the previous year. The number of new ties placed in the track has been 1,316. The total number of employees, including officers, was seventeen, five of whom have been employed in the maintenance of way and structures.

RIDGEFIELD & NEW YORK RAILROAD.

The charter of this company, originally granted in 1867, was renewed by the last legislature until the 4th day of July, 1907.

STREET RAILWAYS.

Heretofore the annual reports of the street railways have comprised only the operation of lines located wholly within the state, but the report of the present year includes the operations of the Worcester & Connecticut Eastern Railway Company, which consists of 30.540 miles in Connecticut and 20.574 miles in Massachusetts; also the Providence & Danielson Railway Company, comprising 1.980 miles in Connecticut and 24.110 miles in Rhode Island. In addition to the two companies named above, the Cheshire Street Railway and the Somers & Enfield Electric Railway have been brought into op-

eration during the past year, together with various extensions of existing lines specified in detail under the head of "Mileage of street railways as existing on June 30, 1903." Since the termination of the year covered by this report, the line from Ansonia to Seymour has been completed and opened for business by the Connecticut Railway & Lighting Company, the Bristol & Plainville Tramway extended from Bristol to Terryville Station, the Willimantic Traction Company's line completed and opened from Willimantic southerly to a connection with the Norwich Street Railway at Baltic, a direct connection also made between the Greenwich Tramway and the Stamford Street Railroad by an extension of each of those lines to a junction point at the boundary line between Stamford and Greenwich, and the line between New Haven and Derby completed and opened by an extension of the lines of the Fair Haven & Westville Railroad and the Connecticut Railway & Lighting Company to a junction point about midway between New Haven and Derby. Other unimportant extensions of existing lines have also been made in various parts of the state. It is worthy of note that most of the new lines are being more substantially built, with heavier rails and more durable construction in every particular, than that which prevailed in the earlier history of street railway building. Many of the companies, with roads superficially built at first, have found it necessary to practically rebuild the lines so constructed by reducing grades and curves, laying heavier rails upon more substantial ties, and thoroughly ballasting and surfacing the track. The new equipment purchased is also superior to that at first thought to be sufficient, being now mostly double-truck cars furnished with air brakes and fully vestibuled.

PROCEEDINGS OF THE BOARD RELATING TO STREET RAILWAYS.

APPROVAL OF CONSTRUCTION.

Upon the application of the Middletown Street Railway Company, on February 10, 1903, we approved the method of construction proposed for an extension of its line from Silver

Street through Asylum Street in a northerly direction for a distance of about 1,750 feet, of proposed changes in its tracks near the entrance to Lakeview Park, of an extension of its tracks from Main Street through Pleasant Street to its junction with South Main Street, and of an extension of its tracks through Grand Street from Main Street to North High Street, thence through North High Street to Lincoln Street, thence through Lincoln Street to Park Place, thence through Park Place and crossing Washington Street to the southerly side of Washington Green, thence westerly along said Washington Green to Mount Vernon Street, thence through Mount Vernon Street to Cross Street, thence through Cross Street to Pine Street, thence through Pine Street to the city line.

On the 20th day of March, 1903, upon the application of the Connecticut Railway & Lighting Company we approved the method of construction proposed for an extension of its line from a junction with the tracks of the Norwalk Street Railway under the Washington Street bridge to a junction with the tracks of the Norwalk Tramway in the city of South Norwalk, and for an extension of its tracks from a junction with the tracks of the Norwalk Tramway westerly through Monroe Street to a junction with the tracks of the Norwalk Street Railway in Railroad Avenue in said city.

Upon the application of the Hartford Street Railway Company, on April 16, 1903, we approved the method of construction proposed for the reconstruction of a crossover in Main Street, at the intersection of Pearl Street, of the special work on Central Row, American Row, and State Street, and of the double-track crossover at the intersection of Asylum and Main streets all in the city of Hartford in accordance with plans agreed to by said city.

On May 4, 1903, upon a further application of the Hartford Street Railway Company we approved the method of construction proposed for a line in West Hartford extending from Prospect Avenue westerly through Park Street to a point at or near Quaker Lane, and again on July 21, 1903, upon the application of the same company we approved the method of construc-

tion proposed for a siding extending from the tracks located on Capitol Avenue near Laurel Street into the property of the Hartford Dairy Company, and for an extension from Wehasset Street southerly through Huyshope Avenue to a point about 100 feet south of the south line of Masseek Street and curving easterly into the property now leased by the Southern New England Paving Company.

On April 21, 1903, upon the application of the Connecticut Railway & Lighting Company we approved the method of construction proposed for two turnouts in the town of Milford, one being on Broad Street near Lafayette Street, the other on New Haven Avenue near Gulf Street.

Upon the application of the Connecticut Railway & Lighting Company, on May 4, 1903, we approved the method of construction proposed for an extension of its tracks along Boston Avenue from East Main Street to a point opposite the entrance to Lakeview Cemetery in the city of Bridgeport.

The Stamford Street Railway Company presented an application for our approval of the method of construction of its line on New Hope Street and Miller Street or Camp Avenue to the Catholic Cemetery in Springdale, which was approved July 21, 1903.

The Wallingford Tramway Company presented its application for our approval of the method of construction proposed for its line from the terminus of the Meriden Electric Railroad Company in the borough of Wallingford southerly through a portion of said borough and town of Wallingford and the town of North Haven to a connection with the terminus of the Fair Haven & Westville Railway in said town, which application was granted August 25, 1903.

On Dec. 16, 1903, the Worcester & Conn. Eastern Railway petitioned for our approval of the renewal of decayed and unsafe poles along certain highways in the towns of Killingly, Putnam, and Thompson, and in the city of Putnam. The company having agreed with the municipal authorities of the villages of Danielson, Dayville, Putnam, Grosvenordale, and Mechanicsville, in said towns, to paint all poles so erected in such of the villages as the municipal authorities may require that

electric light, telephone, and telegraph poles be painted, we gave our approval and embodied in our finding the agreement above referred to.

The following newly completed lines were examined and certificates issued that they were in a suitable and safe condition for the transportation of passengers.

On January 15, 1903, that portion of the Worcester & Connecticut Eastern Railway extending from Central Village to Moosup in the town of Plainfield; also that portion extending from the Main Street in the village of Danielson, town of Killingly, southerly through Furnace Street to Cottage Street, thence westerly through Cottage Street under the Norwich & Worcester Railroad to a connection with the line to Wauregan.

On January 20, 1903, the Cheshire Street Railway, extending from the terminus of the Fair Haven & Westville Street Railway at Mount Carmel northerly to Waverly Inn in the town of Cheshire, a distance of six and one-half miles.

On March 21, 1903, that portion of the Greenwich Tramway extending easterly and southerly from the "Hub Store," so called, in Cos Cob, in the town of Greenwich, to a junction with the Stamford Street Railroad at Sound Beach.

On March 26, 1903, that portion of the Meriden Electric Railroad extending northerly and southerly through Main Street in the borough of Wallingford for a distance of about two miles.

May 1, 1903, that portion of the Somers & Enfield Electric Railway extending from the village of Somersville easterly to the terminus of the line in the town of Somers.

June 1, 1903, that portion of the West Shore Railway relocated and reconstructed southerly from Cox's, so called, in the town of Orange, to the terminus at Merwin's Beach in the town of Milford.

June 5, 1903, that portion of the Connecticut Railway & Lighting Company's line in the city of Bridgeport extending from East Main Street through Boston Avenue to Lakeview Cemetery.

June 5, 1903, that portion of the Worcester & Connecticut Eastern Railway extending from Dayville easterly to East

Killingly, a distance of 3.4 miles, to a junction with the Providence & Danielson Railway.

June 25, 1903, that portion of the Middletown Street Railway extending from Main Street westerly to Grand Street, thence through Grand Street to High Street, thence through High Street to Lincoln Street, thence through Lincoln Street to Park Place, thence through Park Place to Washington Green, thence through Washington Green to Mount Vernon Street, thence through Mount Vernon Street to Cross Street, thence through Cross Street to Pine Street, thence through Pine Street to the city line.

June 25, 1903, that portion of the Providence & Danielson Railway extending from the terminus of the Worcester & Connecticut Eastern Street Railway, in East Killingly, easterly to the Rhode Island state line, about one mile in length.

July 28, 1903, that portion of the line of the Connecticut Railway & Lighting Company extending through North Main Street in Ansonia, about 4,500 feet in length, commencing at the junction with Liberty Street.

July 28, 1903, that portion of the Stamford Street Railroad extending from "Center Square" in Stamford westerly through Main and South Main Streets to the line between Stamford and Greenwich, about a mile and one-half in length.

August 11, 1903, that portion of the Greenwich Tramway extending easterly from the point where said road deflects southerly to Sound Beach to a connection with the Stamford Street Railroad on the line between Stamford and Greenwich.

August 11, 1903, that portion of the Willimantic Traction Company's line extending from the "Oaks," so called, in Willimantic southerly to an intersection with the Norwich Street Railway in the town of Baltic.

August 25, 1903, that portion of the Connecticut Railway & Lighting Company's line extending from its present terminus in the town of Ansonia northerly to the town of Seymour.

August 25, 1903, that portion of the line of the Willimantic Traction Company extending from the crossing of the N. Y., N. H. & H. Railroad at Main Street in the city of Willimantic

southerly through Main and South Main Streets to the "Oaks," so called.

September 22, 1903, that portion of the Fair Haven & Westville Railroad Company's Derby extension from Forest Street in the town of Orange to a connection with the railway of the Connecticut Railway & Lighting Company in said town, about three miles in length.

September 23, 1903, that portion of the Hartford Street Railway extending from Colt's Armory through Huyshope Avenue to the plant of the Southern New England Paving Company in the city of Hartford, and also from Prospect Avenue in the town of West Hartford westerly to a point 500 feet west of Quaker Lane.

October 28, 1903, that portion of the Bristol & Plainville Tramway extending from the junction of Main and Riverside Streets in the town of Bristol westerly to a point about 75 feet southerly of the main tracks of the Highland division of the N. Y., N. H. & H. Railroad Company at Terryville station in the town of Plymouth.

October 30, 1903, that portion of the line of the Connecticut Railway & Lighting Company in South Norwalk extending from the track of the Norwalk Tramway in South Main Street westerly through Monroe Street to a connection with the track of the Norwalk Street Railway in Railroad Avenue, and also that portion passing under the Washington Street bridge connecting the tracks of the Norwalk Street Railway with the tracks of the Norwalk Tramway.

On December 1, 1903, that portion of the Connecticut Railway & Lighting Company's line in the city of Derby extending from East Derby southerly through Derby Avenue about 2,000 feet, thence southeasterly partly in highway and partly on private right of way to a connection with the Fair Haven & Westville Railroad, about 3.5 miles in length, known as the New Haven and Derby extension.

DANBURY & BETHEL STREET RAILWAY.

The selectmen of the town of Danbury presented a request in writing, dated February 26, 1903, under Section 3887 of the

General Statutes of 1902, asking for an investigation of certain complaints and grievances as to the inadequate service between Danbury and Lake Kenosha, certain irregularities of the service between Danbury and Bethel, concerning the use of trailers, the safeguards needed at the White Street crossing, and claiming the motive power to be insufficient for the operation of the road. The complaints were investigated on the 23d of March, 1903, an expert employed to examine the power plant and report its capacity for the work required of it, and on the 27th day of March we made such recommendations as, in our judgment, the circumstances required. The inadequate service between Danbury and Lake Kenosha, it appeared, was to be considered in an action then pending before the Superior Court, and which we considered the proper tribunal to determine the matter, hence we declined to consider it. The expert employed found the power plant ample for all ordinary requirements. We recommended that slip-frogs be placed on each side of the White Street crossing, and that the use of trailers be discontinued except for the lake and fair traffic. The irregularities of the service between Danbury and Bethel complained of seemed to us to be exceptional cases incident to the conditions prevailing at the time, and that ordinarily the service was reasonably regular and prompt.

HARTFORD & SPRINGFIELD STREET RAILWAY COMPANY.

On the 27th day of May, 1903, Thompson S. Grant, Albert H. Mathewson, Geo. T. Mathewson, and Arthur R. Leete of the town of Enfield presented to us their petition and appeal from the action of the selectmen of the town of Enfield authorizing the said street railway company to shift the main line of its track in South Pearl Street from the middle of said street to the north side thereof and to lay a turnout, or switch, south of said track, as thus shifted between the east side of Garden Street and the west side of Washington Avenue.

After due notice to the parties, they were heard on the 1st day of June, 1903, when it appeared that upon the application of the street railway company the selectmen of the town of En-

field granted said company permission to change the main line of its track in South Pearl Street from the center of the street to a point on the northerly side thereof, placing the northerly rail of the track fourteen feet southerly of the northerly line of said street. The appellants owning land on the northerly line of South Pearl Street claimed to be aggrieved by this change, claiming that it would damage their property, prevent convenient access thereto from the street, and inflict upon them an unreasonable damage without furnishing the public any additional facilities sufficient to warrant such a change. After a careful consideration of all the facts presented, and an examination of the premises, we decided that the center of the street was the best location for the track of said railway so far as all public and private interests were concerned, and therefore deemed it equitable to deny the petition of said company. We also directed said company to construct, maintain, and operate a diamond switch, or turnout, on South Pearl Street, extending from a point one hundred feet easterly from the east line of Pearl Street two hundred and twenty-five feet easterly on said South Pearl Street.

HARTFORD & SPRINGFIELD STREET RAILWAY COMPANY.

On June 5, 1903, an appeal for a similar reason was presented to us by M. A. Mitchell and nine other owners of lands and houses on the south side of North Main Street, and fronting thereon, in the town of Enfield, from the order of the selectmen of said town directing and authorizing the Hartford & Springfield Street Railway Company to shift its main line of track in said North Main Street from the center of said street to the southerly side thereof. After due notice, the parties were heard and the premises examined on the 9th day of July, 1903, and for reasons similar to those which existed on South Pearl Street we decided against the change proposed. Appeals were taken from each of these decisions.

NORWICH STREET RAILWAY COMPANY.

On Sept. 21, 1903, the Norwich Land Improvement Company, Augusta E. Gray, Charles S. Fairclough, and Emma E.

Woodmansee, all of the city of Norwich, presented to us their petition and appeal from an order of the mayor and common council of said city changing the location of the track of the Norwich Street Railway Company on West Thames Street from the center to the westerly side thereof in front of lands owned and occupied by said appellants. After due notice to the city, the railway company, and the appellants, we met in the city of Norwich on the 7th day of October, 1903, when the parties were heard and the premises examined. The facts presented showed that on May 25, 1899, the municipal authorities located the track in the center of West Thames Street, where it has since remained. On August 24, 1903, four years later, the municipal authorities then in office ordered a change in the location of the track from the center to the westerly line of said street, placing the westerly rail of the track within four or five feet from the curb line fronting the premises of the appellants. From this action the appeal is made, the appellants claiming to be aggrieved by the proposed change, which they said would damage their property and prevent safe and convenient access thereto from the street, without furnishing the city or the public additional benefits sufficient to warrant a change which would inflict upon them serious damage for which no redress is provided. After a careful consideration of the reasons presented by the city for making the change, we deemed it equitable to sustain the appeal, and denied the petition of the street railway company asking for permission to change its existing tracks from the center to the westerly side of West Thames Street and ordered said company to maintain and operate its track in the center of said street as now located.

MONTVILLE STREET RAILWAY COMPANY.

On August 29, 1903, Palmer Brothers et al. brought a petition in compliance with the provisions of a special act of the General Assembly, passed at its session January, 1903, which petition and proceedings of counsel and of this board to date appear in the appendix, pages 45-61.

MILEAGE OF THE STREET RAILWAYS AS EXISTING ON JUNE 30,
1903.

The mileage of the street railways in operation on the date named above was 611.261 of main tracks exclusive of sidings and turnouts, and 642.383 miles of single track, including same, showing a total increase of main track for the year of 93.807 miles. It will be observed, however, that the lines of the Worcester & Connecticut Eastern Railway Company, reported to be 51.114 miles in length, comprise 20.574 miles of road located in the State of Massachusetts not heretofore reported to us, and 30.540 miles in the State of Connecticut; also the Providence & Danielson Railway Company reports 26.090 miles of road of which only 1.980 miles are in this state. Excluding, therefore, the mileage located outside of the state it will be seen that the mileage of main line wholly within the state is 566.577, showing an increase for the year of 49.123 miles.

This increase is made up as follows:

Branford Lighting and Water Company, . . .	1.770 miles.
Cheshire Street Railway Company, . . .	6.532 "
East Hartford & Glastonbury Street Railway Company, .	0.076 "
Fair Haven & Westville Railroad Company, . . .	0.512 "
Greenwich Tramway Company, . . .	2.749 "
Hartford Street Railway Company, . . .	0.766 "
Manufacturers Railroad Company, . . .	0.136 "
Meriden Electric Railroad Company, . . .	2.200 "
Middletown Street Railway Company, . . .	1.623 "
Providence & Danielson Railway Company, . . .	26.090 "
Somers & Enfield Electric Railway Company, . . .	7.800 "
Stamford Street Railroad Company, . . .	2.587 "
West Shore Railway Company, . . .	3.054 "
Winchester Avenue Railroad Company, . . .	2.737 "
Worcester & Connecticut Eastern Railway Company, .	35.175 "
Total increase for the year, . . .	93.807 "
Deducting road outside of State, . . .	44.684 "
Total increase within the State, . . .	49.123 "

The Connecticut Railway & Lighting Company operates 169.894 miles, the Fair Haven & Westville Railway Company 104.139 miles, and the Hartford Street Railway Company 85.678 miles.

FINANCIAL STATEMENT.

CAPITAL STOCK.

The capital stock of all the street railway companies authorized by their charters is \$33,482,000.00 and the amount actually issued \$26,653,548.00, showing an issue of \$45,122.96 per mile of main line.

BONDS ISSUED.

The total bonded debt of the companies is \$20,633,500.00, being \$34,931.36 per mile of road owned.

FLOATING INDEBTEDNESS.

The floating indebtedness of the companies is \$2,714,030.82, which is \$4,440.05 per mile of road. The total stock, bonds and floating indebtedness per mile of road owned, including sidings, is \$71,728.50.

CONSTRUCTION AND EQUIPMENT.

The cost of the construction and equipment of the roads is reported as \$47,711,830.14, being \$80,773.45 per mile of road owned.

GROSS EARNINGS.

The gross earnings for the past year were \$4,503,571.29, being \$6,798.45 per mile of road operated and \$0.214 per mile run. The largest earnings per mile of road operated were \$9,917.99, by the New London Street Railway; the second, \$9,816.32, by the Winchester Avenue Railroad; and the third, \$9,732.59, by the Fair Haven & Westville Railroad. The largest earnings per mile run were \$0.402, by the Montville Street Railway; the second, \$0.298, by the New London Street Railway; and the third, \$0.278, by the Norwich Street Railway and the Hartford, Manchester & Rockville Tramway, both of which companies earned the same amount per mile run. The three companies having the largest earnings were the Fair Haven & Westville Railroad Company (including the Win-

chester Avenue line, which it operates), with gross earnings of \$1,290,667.21, the Connecticut Railway & Lighting Company (including the Meriden, Southington & Compounce and the Cheshire lines owned by it), earning \$1,110,599.55, and the Hartford Street Railway Company, earning \$807,856.53.

OPERATING EXPENSES.

The operating expenses of the companies for the year were \$3,164,599.07, which are \$4,777.18 per mile of road operated and \$0.151 per mile run.

NET EARNINGS.

The net earnings for the year have been \$1,338,972.22, being \$2,021.27 per mile of road operated and \$0.063 per mile run.

DIVIDENDS.

Dividends amounting to \$369,816.24 have been paid by ten companies upon \$6,702,300.00 of capital stock, while no dividends are reported paid on \$19,951,248.00 of capital stock.

INTEREST.

The sum of \$860,903.94 has been paid for interest by twenty-two companies upon a total bonded and floating debt of \$23,347,530.82.

TAXES.

The total amount of taxes paid to the state by the various companies is reported as \$267,708.03.

MILES RUN.

Number of miles run,	21,029,889
Gross earnings per mile run,	\$0.214
Operating expenses per mile run,	0.151
Net earnings per mile run,	0.063

It will be observed that the number of miles run are 1,654,159 more than last year, the gross earnings per mile run about one cent per mile greater, the operating expenses about two cents per mile more, and the net earnings about one cent per mile run less than for the preceding year.

PASSENGERS CARRIED.

The total number of passengers carried by the street railways was 96,857,782 as compared with 91,554,028 for the previous year, contrasted with 64,918,472 carried by the steam roads. The number of paying passengers per mile operated has been 146,213, and the number of paying passengers per mile run 4.606.

EMPLOYEES.

The total number of employees was 3,403, averaging about five for each mile of road operated.

ACCIDENTS.

The number of persons injured in the operation of the street railways was 370 as compared with 292 for the previous year, 78 more than last year. Of this number 19 were fatally injured, four more than last year.

The number of passengers injured was 206, of whom two were killed.

The number of employees injured was 20, three of whom were killed.

The number of other persons injured was 144, of whom 19 were killed.

The statistical tables, Nos. 1, 2, and 3, on pages 114-117 contain interesting and valuable information concerning the operations of each of the various street railways, arranged in convenient form for reference and comparison.

In the appendix, on pages 41-45, will be found the decision of the Supreme Court affirming the action of the Board of Railroad Commissioners granting to the Hartford Street Railway permission to use creosote-treated wood block paving on Main

Street in the city of Hartford, from a point fifty feet south of the southerly line of Pearl Street northerly to a point fifty feet north of the northerly line of Pratt, in order that its practicability and efficiency might be tested as more fully described in the report for 1902, page 35. This decision caused a change to be made in the law applicable to such cases by the last legislature, as follows:

“Be it enacted by the Senate and House of Representatives in General Assembly convened:

“On an appeal taken under the provisions of Section 3832 of the general statutes, the railroad commissioners shall make no order providing for the paving of that part of a highway required by law to be paved by street railway companies, which shall require the use of a different substance for such pavement than that with which the whole remaining width of such highway is paved.”

W. F. Willers

Am O. Symon

O. R. Tyler

Railroad Commissioners.

HARTFORD, Dec. 31, 1903.

APPENDIX.



THE CITY OF HARTFORD vs. THE HARTFORD STREET RAILWAY COMPANY.

First Judicial District, Hartford, January Term, 1903.

TORRANCE, C. J., BALDWIN, HAMERSLEY, HALL, and PRENTICE, JS.

Chapter 169 of the Public Acts of 1893 (General Statutes, Rev. 1902, § 3837) requires street railway companies to keep that portion of the highway between their rails, and two feet on either side thereof, in repair, to the satisfaction of the local municipal authorities. The Act also gave to such authorities, for all practical purposes, exclusive and final jurisdiction over the location and construction of the tracks, wires, conductors and fixtures of such companies. In 1895 an Act (Chap. 283) permitted any street railway company, affected by any denial or order of the local authorities in matters relating to street railways, to appeal to the Superior Court or a Judge thereof. In 1901 a radical departure was made by a statute (Rev. 1902, § 3832) which conferred upon the Railroad Commissioners exclusive jurisdiction of most of the matters which had been confided to the local authorities by the Act of 1893, and, in lieu of the appeal to the Superior Court, gave the street railway companies the right to appeal from any decision, denial, or order of the local authorities, to the Railroad Commissioners. *Held:*

1. That the power to order and compel street railway companies to repair their part of the highway, conferred by the Act of 1893 upon the local municipal authorities, was not repealed by the Act of 1901.
2. That the street railway company had the right, under the Act of 1901, to appeal from the city's denial of its application to replace the asphalt pavement between its tracks with a different pavement; and that the Railroad Commissioners, upon such appeal, did not sit as a judicial body, to determine whether the city had acted unlawfully or unreasonably, but as an administrative tribunal to retry *de novo* the subject-matter of the appeal, with power to alter or modify the order or denial appealed from.

Argued January 7th, decided January 30th, 1903.

ACTION in the nature of an appeal from the order of the Railroad Commissioners in allowing the defendant to lay a creo-resinate wood pavement between its tracks for a limited distance on Main Street in the city of Hartford, brought to the Superior Court in Hartford county, where the defendant's demurrer to a portion of the complaint, and its motion to dismiss, were sustained by the court, *Ralph Wheeler, J.*, from which rulings the plaintiff appealed. *No error.*

The case is sufficiently stated in the opinion.

Joseph P. Tuttle for the appellant (plaintiff).

E. Henry Hyde, with whom was *George H. Gilman*, for the appellee (defendant).

TORRANCE, C. J. In March, 1902, the Hartford Street Railway Company applied to the authorities of the city of Hartford for permission to replace, with creosote-resinate wood pavement, the street asphalt pavement between and outside of its rails on Main Street in said city, between certain described points. The city authorities refused to grant such permission. From this action the railway company took an appeal to the board of Railroad Commissioners.

Before that board the city authorities appeared and moved to dismiss said appeal, mainly upon the ground that the action of the city authorities in denying the application to lay the proposed pavement was final, and not subject to review by the Commissioners, by way of appeal or otherwise. That board denied the motion to dismiss, and, after due hearing, and in view of the evidence before it, "permitted and directed" the railway company "to lay a creosote-resinate wood pavement between its rails and two feet outside of" the same, between two described points, "in order that its practicability and efficiency may be thoroughly tested." In all other respects the action of the city authorities in denying the application of the railway company was confirmed.

From this action of the Commissioners the city authorities took an appeal to the Superior Court. To this appeal the railway company was made a party, and it filed a motion to dismiss the appeal "so far forth as it involves matters other than the question as to the jurisdiction" of the Commissioners, because all matters involved in it other than said question of jurisdiction were of "an administrative or legislative character, and are not judicial matters; and because it is not alleged and does not appear that the Board of Railroad Commissioners, in making the order appealed from and in modifying the denial and order of the Mayor and Court of Common Council of said city of Hartford, as is alleged in this appeal, acted illegally, unlawfully, or unreasonably, or in any way exceeded its powers in the premises."

The street railway company also demurred to the appeal, in so far forth as it is based upon the ground that the Board of Railroad Commissioners did not have jurisdiction to entertain the appeal of the street railway company, and in so far forth as the appeal is based on the ground that said Commissioners erred in not granting the motion of the city to dismiss said appeal of the street railway company, "because the statutes of this state conferred upon said Board of Railroad Commissioners jurisdiction of said appeal, and power to make the order from which

the city of Hartford and the Mayor and Court of Common Council of the city of Hartford now appeals."

The only questions which have been presented for our consideration are those raised by the demurrer, which was sustained by the Superior Court. Although, therefore, the judgment appealed from recites that the motion to dismiss was granted, we do not examine the propriety of that ruling.

The city claims (1) that the Commissioners had no jurisdiction whatever of the appeal taken to them by the street railway company; and that (2) if they had, it was a jurisdiction limited to determining whether the municipal authorities had in their refusal acted unlawfully and unreasonably. The answer to both of these claims depends upon the construction of certain provisions of Chapter 156 of the Public Acts of 1901, Rev. 1902, Sec. 3832.

In 1893 the legislature provided, with certain limitations, that every street railway company occupying with its tracks a public highway should "keep so much of the . . . highway as is included within its tracks, and a space of two feet on the outside of the outer rails thereof, in repair, to the satisfaction of the authorities" of the municipality bound by law to maintain said highway. Public Acts of 1893, Chap. 169, Sec. 6; General Statutes, Rev. 1902, Sec. 3837. The act also gave to the municipal authorities power to make and enforce orders upon the railway company with respect to such repairs; but it gave no right of appeal from such orders, and, on the contrary, it expressly denied such right of appeal. That act also, in the third section (Rev. 1902, Sec. 3824), gave to the municipal authorities within their respective jurisdictions the "exclusive direction over the placing, or locating, of any tracks, wires, conductors, fixtures, structures of any such railway permanently located in the streets or highways, including the relocating or removal of the same, or changes in the grade thereof," and for the purposes "of any public improvement, and including the power of designating the material, quality, and finish thereof, may make all orders necessary to the exercise of such power of direction and control, which order shall be in writing and recorded in the minutes and records of their respective municipalities."

The act gave no right of appeal from any original orders of the kind above described. Under the second section (Rev. 1902, Sec. 3823) of the act, also, the municipal authorities had the power to adopt or to modify the "plan" which the railway company was obliged to submit to them before constructing the railway or laying additional tracks, or making a change in its

motive power; and no right of appeal was given from the action of the local authorities in respect to the plan, except in a very limited way. For all practicable purposes the power of the local authorities as to all these matters was exclusive and final.

In 1895, however, it was enacted that whenever the local authorities "shall make, pass, or render any decision, denial, order, or direction, with respect to any matters relating to street railways which, by virtue of any public or private act or resolution, now are, or may hereafter be, within the respective jurisdictions" of such authorities, "any street railway company affected thereby may appeal from any such decision, denial, direction, or order . . . to the Superior Court, or any judge thereof." Public Acts of 1895, Chap. 283.

This act, in the broadest terms, gave a right of appeal from any and all orders of any kind or nature which the local authorities had the power to make and enforce against the street railways in the occupancy of highways and streets; and of course included the right to appeal from orders relating to the repair of the highways or streets by the railway company. This act, however, in so far as it was a valid act, was held by this court to give a very limited right of appeal in such cases. *Norwalk Street Ry. Co.'s Appeal*, 69 Conn., 576.

Thus stood the law with respect to this matter when the Act of 1901 was passed. That act, in certain respects, was a somewhat radical departure from the legislation embodied in the Acts of 1893 and 1895 above referred to. By it most of the matters which by the Act of 1893 were confided to the exclusive jurisdiction of the municipal authorities were confided to the exclusive jurisdiction of the Railroad Commissioners. It further provided (Rev. 1902, Sec. 3832), that whenever the local authorities "shall make or render any decision, denial, order, or direction, with respect to the location of the tracks of any street railway company in any highway, with reference to the center line of such highway, and the grade thereof, and any change proposed to be made in such highway, or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any street railway company affected thereby may appeal from any such decision, denial, direction, or order . . . to the Railroad Commissioners." The right of appeal thus given is to the Railroad Commissioners, instead of to the Superior Court or to a judge thereof as by the Act of 1895. The Act of 1901 in terms repeals the Act of 1895 above referred to, but it does not in terms repeal the Act of

1893. It does, however, repeal all other acts and parts of acts inconsistent with its provisions.

Under the legislation embodied in the Acts of 1893 and 1901 above referred to, we think it is clear (1) that the power given by the former of these acts to the municipal authorities, to order the street railway company to repair its part of the highway, was not taken away by the latter of these acts; and (2) that the Act of 1901 gives to the street railway company the right to appeal from any such order to the Railroad Commissioner. Both parties to this proceeding properly concede the first of these propositions, and the dispute between them relates mainly to the last; but, as above stated, we think the language of the Act of 1901 is too broad and comprehensive to admit of doubt that such right of appeal exists.

We further think that upon such an appeal the Railroad Commissioners try the matters brought before them by the appeal *de novo*, and that they do not sit to determine whether the municipal authorities in what they did acted unlawfully or unreasonably. The Commissioners, while as an administrative board peculiarly well fitted to determine the questions that may be brought before them under the legislation in question, are not a court clothed with judicial power. We hold that the Railroad Commissioners, under the legislation in question, had the power to entertain the appeal taken to them by the street railway company from the action of the city authorities, and to make the order of which the city complains.

There is no error.

In this opinion the other judges concurred.

MONTVILLE STREET RAILWAY.

In compliance with the provisions of an act of the General Assembly, passed at its session January, 1903, Palmer Brothers et al. of Montville presented the following petition:

To the Honorable Board of Railroad Commissioners for the State of Connecticut.

The petition of the undersigned residents of the town of Montville respectfully represents:

1. That the General Assembly of the State of Connecticut, at its January Session, A. D. 1903, passed the following resolution, which was approved June 22, 1903, viz.:

EXTENDING THE TIME FOR THE CONSTRUCTION OF THE MONTVILLE STREET RAILWAY.

Resolved by this Assembly: SECTION 1. That the time within which the Montville Street Railway Company may lay

down, construct, keep, and maintain its tracks in and over the following named highways in the town of Montville, viz.: Commencing opposite the mill in the village of Oakdale in the town of Montville and running thence along and following the main road to and through the village of Palmertown by the Bank Mill, so called, and the mill of Patrick H. O'Keefe to the village of Uncasville to connect with the track of said company at or near its present station; also commencing at said Bank Mill and running thence southerly by the residence of the late William Robertson, the residence of M. V. B. Brainard, the house of John Cummings, the house of John Meloney, and the house of William M. Burchard, M.D., to connect with the track of said company in the New London and Norwich turnpike road, is hereby extended to the first day of January, 1905.

SEC. 2. Said company shall lay down, construct, keep, and maintain its tracks and run its cars over such portion of the route or routes named in section one of this resolution, and within such time as the railroad commissioners shall, upon a hearing had, order it so to do, and said railroad commissioners are hereby empowered to make such order.

Your petitioners therefore pray your honorable board to grant a speedy hearing in accordance with section two of said resolution, and upon such hearing had, fix the time within which the Montville Street Railway Company shall lay down, construct, keep, and maintain its tracks and run its cars over the same in and over such portion of the route or routes named in section one of said resolution, as your honorable board deem advisable, as provided in said resolution.

As in duty bound your petitioners will ever pray.

Dated at Montville, Conn., August 29, 1903.

The Montville Street Railway Company moved to dismiss the petition upon the following grounds, to wit:

Before the
RAILROAD COMMISSIONERS
State of Connecticut.
The Palmer Bros. Company

vs.

The Montville Street Railway Company.

BRIEF FOR THE MONTVILLE STREET RAILWAY COMPANY.

This petition is brought to the Railroad Commissioners for a hearing under the provisions of resolution of the General

Assembly of the State of Connecticut, approved June 22, 1903, which reads as follows:

“ EXTENDING THE TIME FOR THE CONSTRUCTION OF THE MONTVILLE STREET RAILWAY.

“ *Resolved by this Assembly:* SECTION 1. That the time within which the Montville Street Railway Company may lay down, construct, keep, and maintain its tracks in and over the following named highways in the town of Montville, viz.: Commencing opposite the mill in the village of Oakdale, in the town of Montville, and running thence along and following the main road to and through the village of Palmertown by the Bank Mill, so called, and the mill of Patrick H. O’Keefe to the village of Uncasville to connect with the track of said company at or near its present station: Also commencing at said Bank Mill and running thence southerly by the residence of the late William Robertson, the residence of M. V. B. Brainard, the house of John Cummings, the house of John Meloney, and the house of William M. Burchard, M.D., to connect with the track of said company in the New London and Norwich turnpike road, is hereby extended to the first day of January, 1905.

“ SEC. 2. Said company shall lay down, construct, keep, and maintain its tracks and run its cars over such portion of the route or routes named in section one of this resolution and within such time as the railroad commissioners shall, upon a hearing had, order it so to do, and said railroad commissioners are hereby empowered to make such order.”

It is to be noted that the resolution of the General Assembly, approved June 22, 1903, “Extending the time for the construction of the Montville Street Railway,” is not mandatory upon the railroad commissioners, but simply empowers the commissioners to make such order as, upon hearing had, it may deem expedient.

It is therefore assumed that if the railroad commissioners, upon hearing, are satisfied that they have no legal, constitutional power to make any order in the premises, they will not deem it their duty to issue an order which a court of law would not undertake to enforce, or which would impose upon the respondent company a burden which, in the judgment of the commissioners themselves, ought not to be imposed.

It is therefore respectfully submitted that said resolution is inoperative and void for the following reasons:

I.

BECAUSE SECTION 1 HAS NEVER BEEN ACCEPTED BY THE MONTVILLE STREET RAILWAY COMPANY.

General Statutes, Sec. 3315, originally enacted in 1845, and substantially re-enacted in Sec. 55 of Chapter 194, Public Acts of 1903, provides that:

"When any amendment or alteration of the charter of any corporation shall be made, if it be not otherwise specially provided in the resolution making such alteration and amendment, it shall not become operative unless within six months after its passage it shall be accepted at a meeting of such corporation, legally warned for that purpose, nor unless, within such period, an attested copy of said acceptance shall be filed in the office of the Secretary of State."

This statute, recognizing the fact that amendments or alterations of charters are usually granted upon petition of the corporation itself, and that such alteration or amendment may be a substantial change of the contract between the stockholders which they must ratify before they become bound by it, applies to all acts which confer additional powers and privileges on the corporation.

Unquestionably there may be amendments or alterations of a charter which do not require to be accepted by the corporation and which operate by mandate of the legislature.

"Some amendments, or laws, affecting corporations are binding with or without their assent. Others bind the corporation, and every member thereof, if assented to by a majority of the stockholders. And others are not binding upon non-consenting members, although assented to by the majority. All general laws, and mere matters of police regulation, are embraced in the first class. *Additional powers, duties, and privileges, which do not change essentially the nature and character of the corporation, or the purpose for which it was created, and have for their object the promotion of the enterprise originally contemplated, fall within the second class.* All amendments which work a radical change in the nature and character of a corporation, or the purpose for which it was created, are within the third class."

New Haven & Derby R. R. Co. vs. Chapman, 38 Conn., 71.

This distinction between those amendments which must be accepted by the corporation under the Act of 1845 and those

which become operative without such acceptance is set forth in *State vs. New Haven & Northampton Company*, 43 Conn., 378, where it is held —

That all acts conferring additional powers and privileges are amendments to which the act clearly applies and must therefore be accepted by the corporation before they become operative.

Those amendments which become operative without acceptance are:

1. Those taking away powers previously granted.
2. Acts which are passed in the exercise of the police power of the legislature and which relate chiefly to the safety, health, and comfort of the public, such as acts requiring railway companies to supply passengers with water, to stop trains at drawbridges and crossings, to run at reduced speed through cities, etc.

3. Acts referred to the superintending and supervisory power of the legislature to control the *exercise* of corporate franchises in such manner as to prevent injustice and oppression and to promote the general welfare, and which are found in the Public Acts applicable to all corporations alike.

The resolution "Extending the time for the construction of the Montville Street Railway" expressly confers upon the company additional rights, is an extension of its chartered powers, and is a grant of new privileges. It is not in any sense a taking away of privileges previously conferred and is in no sense to be referred either to the police power or supervisory power of the legislature.

If at some time the company had the power to build in the highways named, it lost such power by its failure to exercise it, and extending the time within which it may exercise it is a grant of additional franchises.

Had the resolution in question been passed upon the petition of the railway company there can be no shadow of doubt that it would not become operative until accepted in the manner provided by General Statutes, Sec. 3315, and the obvious meaning of the resolution would then have been that upon acceptance of the resolution the company would have been under obligation to construct the road in such of the highways mentioned in Sec. 1 as they might be ordered to do under the provisions of Sec. 2.

It does not appear from the text of the resolution whether it was passed upon petition of the company or not, and it is nowhere provided that it shall take effect without acceptance.

Sec. 2 does not so provide, even inferentially, for it does not require the company to build in the highways named, but only if and to the extent required by the Railroad Commissioners.

Clearly Sec. 2 has no force or effect in law until Sec. 1 has become operative by acceptance.

No such acceptance is alleged in the petition and in fact there has been none.

II.

SAID RESOLUTION IS NOT A LEGAL EXERCISE OF THE STATUTORY POWER TO ALTER OR AMEND THE RESPONDENT'S CHARTER.

The amended charter of the Montville Street Railway Company is to be found in Private Acts of 1899, page 51.

That charter authorizes (Sec. 4) the location and construction of a continuous line from New London to Norwich in the Norwich and New London turnpike and adjoining ways.

Sec. 4 is complete in itself and under its provisions a railway has been constructed between the termini there mentioned and is in operation.

Secs. 3 and 5 authorize side lines to be located and constructed, which side lines include the layout designated in Sec. 1 of the amendment of 1903.

Neither of these lines has been in any part constructed, and the right to build in the highways referred to in Sec. 3 expired by the limitation in the charter at the rising of the General Assembly of 1901, while the right to build in the highways mentioned in Sec. 5 expired at the rising of the General Assembly of 1903, under the express provisions of General Statutes, Sec. 3835.

Sec. 3835 of the General Statutes provide —

“In case any street railway company, which, since the first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the General Assembly after that at which such authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereafter cease.”

This section of the Public Acts is to be read into the charter of every street railway company, and Sec. 17 of the Act of 1893, in which Sec. 3835 was originally enacted, provides —

“This act shall take effect upon its passage, and be deemed an amendment to the charters of all existing railway companies.”

General Statutes, Sec. 3835, therefore provides its own penalty in case a railway company fails to exercise its fran-

chises within the time limited by law, and that penalty is expressly confined to a forfeiture of the franchise in such highway as the company shall not have occupied within such time.

So the authority given by the charter is permissive merely, and the acceptance of the charter under the law which is made part of it creates no obligation on part of the corporators to exercise the franchises granted.

If they fail to exercise them in respect of any of the highways specified in the charter, then the statute itself provides the penalty, viz., forfeiture of the right to exercise the franchises *in such highway*.

A railway company which has constructed its road owes a duty to the public to operate it, and to so operate it as to accommodate the public along its line, and this duty can unquestionably be enforced by mandamus, or failure to perform the duty may be ground for revocation of the charter.

But there is no obligation on the company to construct a road where the charter itself purports to be merely permissive.

2 Morawetz on Corporations, 1126.

* Gates vs. Boston & New York Air Line, 53 Conn., 333.

“It is evident that a state may authorize a corporation to alter its original enterprise and exercise new franchises to any extent, without impairing any contract between the state and the corporators or the agreement among the corporators themselves.

“The effect of such a law is merely permissive: it enables the corporation to exercise new powers without breach of the law, but it takes away no existing powers and affects no existing right.

“Whether the new franchise shall be exercised would depend wholly upon the corporation itself.

“2 Morawetz on Corporations, 1083.”

General Statutes, Sec. 3313, provides that all charters shall be subject to alteration, amendment, and repeal at the pleasure of the General Assembly, unless otherwise expressly provided in the charter.

“This power of the legislature has its limits: It can repeal or suspend the charter; it can alter or modify it; it can take away the charter, but it cannot enforce a new one and oblige the stockholders to accept it.

“Zabriskie vs. Hackensack R. R. Co., 18 N. J. Eq., 192.”

"A private act of incorporation cannot be forced upon the corporators; they may refuse the franchise, if they so choose."

Cooley's Constitutional Limitations, 117.

Angel & Ames on Corporations, Sec. 81.

"A reservation by the legislature of power to alter a charter does not include the power of making radical changes.

"Any change, which is not a mere alteration, cannot be made without the unanimous consent of the shareholders, even though the power to repeal or alter the charter at pleasure be reserved by the legislature."

Morawetz on Corporations, 406.

The attempted alteration here is not of the charter, but of the fundamental contract underlying the charter.

The charter was granted subject to all the laws affecting street railway companies, which laws as expressed in the Act of 1893 provided for a permissive franchise subject only to forfeiture for non-user.

III.

SAID RESOLUTION IS UNCONSTITUTIONAL AND VOID, BECAUSE IT ATTEMPTS TO DELEGATE TO THE RAILROAD COMMISSIONERS POWERS MERELY LEGISLATIVE.

The granting of private charters, the alteration and amendment of charters, is a purely legislative function.

Article Second of the Constitution provides that —

"The powers of government shall be divided into three distinct departments, and each of them confided to a separate magistracy, to wit: those which are legislative to one, those which are executive to another, and those which are judicial to another."

Article Third provides that —

"The legislative power of the state shall be vested in two distinct houses, or branches: the one to be styled The Senate, the other The House of Representatives, and both together The General Assembly."

"It is an established principle of constitutional law that the power conferred upon the legislature to enact laws cannot be delegated by that department to any other body or authority."

Cooley's Constitutional Limitations, 117.

Brown vs. O'Connell, 36 Conn., 432.

Norwalk Street Ry. Co.'s Appeal, 69 Conn., 576.

Sec. 2 of the resolution, "Extending the time for the construction of the Montville Street Railway," does not enact that the company shall build its road over the routes mentioned in Sec. 1, but empowers the Railroad Commissioners to order the company to build its road over such portion of the route or routes mentioned, and within such time, as they may determine, *upon a hearing had*.

The resolution means, in other words, that if the Railroad Commissioners, after a hearing, shall deem it necessary or proper that the company shall build over some portion or the whole of the routes mentioned, they may make an order and the company shall construct its road in accordance therewith.

It is to be noted that the mandate to build is conditional upon prior action of the Commissioners, which they are empowered, but not directed, to take, and it is further left discretionary with the Commissioners to order whether any, only part, or the whole of the routes mentioned shall be built upon.

Any order of the Railroad Commissioners under the resolution must be "upon hearing had."

To what is that hearing to be directed? To the question of common convenience and necessity, to the question of the feasibility of the routes or either of them, to the matter of the expense involved and the financial ability of the company, or to the question whether, upon all the facts presented to the Commissioners upon the hearing, they ought in equity and good conscience to make any order at all?

But these are all questions to be determined by the legislature itself, if the resolution is to be deemed the act of the legislature.

If the determination of any of them is a prerequisite or condition of the mandate, then the legislature has attempted to delegate its power to a board not known to the constitution.

The powers and duties of the Railroad Commissioners are administrative, not judicial, and their general duties are defined by General Statutes, Section 3884.

To these may be added any other duties devolved upon them by any *general law* relating to railroad or street railway companies.

The Commissioners are the arm of the legislature in enforcing the general law and police regulations relating to railroads, but those laws must proceed from the legislature itself, not from the enactment of the Commissioners.

Section 2 of the resolution attempts to delegate to the Commissioners power to determine, as a judicial body —

1. Whether the respondent company ought to be compelled to exercise franchises which, under the general law, it has no right to exercise.

2. The extent to which and the time in which it shall exercise them.

Suppose that upon a hearing the Railroad Commissioners should determine that the respondent company ought not to build its road in any of the highways mentioned in Section 1 of the resolution, would the charter of the company have then been amended?

Or, if the Commissioners should determine that the company should build on one of the routes only, or in part of one of the routes, would the charter of the company then be amended in accordance with the resolution?

And again if, notwithstanding the provision of Section 1, that the time within which the company may build is extended to the first day of January, 1905, the commissioners should determine that the company should lay down, construct, keep, and maintain its tracks and run its cars over the routes mentioned on or before the first day of July, 1904, would the charter then be amended in accordance with the resolution?

And, if the charter would be so amended, by whose edict would the amendment come into being?

Clearly by the edict of the Commissioners, and not by that of the legislature.

We submit that this conclusively shows that there has been a delegation of legislative authority, and that in so important a matter as the alteration or amendment of a corporate charter. If we are correct in this position, the legislation is unconstitutional and void.

IV.

THE RESOLUTION IS UNCONSTITUTIONAL AND VOID, BECAUSE ITS REQUIREMENTS CONSTITUTE A TAKING OF PROPERTY WITHOUT DUE PROCESS OF LAW AND A TAKING OF PRIVATE PROPERTY FOR PUBLIC USE WITHOUT COMPENSATION.

The resolution, if operative, requires the expenditure of a very considerable amount of money by the respondent, not to improve the facilities of its road or to provide for the comfort, health, or safety of its patrons and the public along its line, but to construct side branches for the accommodation of the residents of a hamlet remote from its line of road.

By the terms of the resolution the determination of the question whether the construction of such side lines will be

profitable or unprofitable is taken from the corporation and is vested in the Railroad Commissioners, whose decision is to be final even though it involves the company in financial ruin.

Such an act deprives the company of its property, of its vested right under its charter to manage its property through its stockholders and directors.

The phrase 'due process of law' means more than a special act passed for the very purpose of authorizing the deprivation; *it means the general law in its regular course of administration through the courts of justice*; a law which hears before it condemns, proceeds upon inquiry, and renders judgment only after trial."

Cooley's Constitutional Limitations, 353.

Clark vs. Mitchell, 64 Mo., 564.

Taylor vs. Porter, 4 Hill (N. Y.), 140.

Police regulations and general laws affecting all corporations alike, passed under the reserved power to amend charters, are binding upon corporations without their assent.

"But the limit to the exercise of the police power must be this: the regulations must have reference to the comfort, safety, or welfare of society; they must not be in conflict with any of the provisions of the charter."

Cooley's Constitutional Limitations, 577.

The power of police regulations being thus limited, it is held —

"That even a provision in a corporate charter, empowering the legislature to alter, modify, or repeal it, would not authorize a subsequent act, which, on pretense of amendment or of a police regulation, would have the effect to appropriate a portion of the corporate property to the public use."

Bailey vs. Philadelphia & R. R. Co., 4 Harr., 389.

Cooley's Constitutional Limitations, 578.

"By the State and Federal Constitutions all judicial power 'is vested in the courts, from whence alone process may issue 'to deprive a person of life, liberty, or property. Due process 'of law in judicial proceedings implies jurisdiction and trial; 'that is, that a party shall be properly brought into court, and 'when there, shall have the right to set up any lawful defense 'to any claim against him.'"

3 Am. Ency. of Law, 715.

Again, the taking can in any event be justified only upon the principle that it is required by public necessity.

The respondent company by the terms of the resolution is required, if ordered by the Commissioners, to expend its moneys to construct and operate an independent branch for the use and accommodation of the public residing at a distance from the road which it has constructed and is operating.

The resolution provides no method of compensation for such expenditure.

The right to collect tolls for carriage is not such compensation, for the compensation required by law is to be fixed, not uncertain in amount.

And payment of the compensation is a condition precedent to the right to take private property for public use.

V.

THE RESOLUTION IS UNCONSTITUTIONAL AND VOID BECAUSE ITS REQUIREMENTS IMPAIR THE OBLIGATIONS OF THE CONTRACT CREATED BY THE CHARTER AS AMENDED BY RESOLUTION, APPROVED MARCH 24, 1899, AND ACCEPTED MARCH 28, 1899.

The respondent's railway was built in 1900 under the authority of the amendment of 1899, an amendment which had no force nor effect until accepted under the provisions of General Statutes, Sec. 3315.

That amendment conferred upon the respondent the franchises to build the side lines which are now sought to be extended by Sec. 1 of the resolution of 1903.

The amended charter of 1899 was accepted with reference to the general law of 1893, which in terms provides that the franchise to build granted to any street railway company is permissive merely, and if not exercised in any highway within the time fixed by law shall be forfeited as to such highway.

Neither the charter nor the act provides that the acceptance of the franchise shall create an obligation to build in any of the highways in which the right to build is granted.

The present resolution seeks to change that acceptance of the right to exercise an option into a contract to exercise the franchise.

It seeks to impose upon one of the parties, without its assent, an obligation which was no part of the original compact, but in direct violation of the terms of the original grant.

The corporators have not accepted a charter providing that they *shall* build in certain highways, but one which provides that they "are authorized to build" under the provisions of the Act of 1893.

The question here is not merely "whether the legislative power can impose a new *public* duty on a *private* corporation, without violating the fundamental principles of the social compact, where the burthen is in no way connected with the grant as a consideration for it, or a condition annexed to it for the protection of individual or public rights which would otherwise be injuriously affected by the exercise of the franchise conferred," but whether the legislature can go further than that and by private act applicable to an isolated case impose a public duty from which the corporation was exempted by the terms of its charter.

For all the above reasons it is respectfully submitted that the petition should be dismissed.

W. A. BRISCOE,

Attorney for The Montville Street Railway Co.

To which the petitioners replied as follows:

PALMER BROS. CO. <i>et al.</i>	}	CORAM THE RAILROAD
<i>vs.</i>		COMMISSIONERS,
THE MONTVILLE ST. RAILWAY CO.		October 26, 1903.

BRIEF OF THE PETITIONERS ON THE RESPONDENT'S MOTION
TO DISMISS THEIR PETITION.

The respondent moves to dismiss said petition:

1. Because the resolution of the General Assembly set forth in said petition is inoperative for the reason that Section 1 thereof has never been accepted by the respondent, and —

2. Because said resolution is not a legal exercise of the statutory power to alter or amend the charter of the respondent.

Said resolution is not in the nature of an amendment to the charter of the Montville Street Railway Co., but represents an action of the General Assembly to the end of imposing an obligation upon the respondent, and was passed in the exercise of the supervisory power which every state must retain over its chartered corporations, in order to prevent oppression and promote the general welfare, and would be effectual even though the respondent should expressly vote not to accept it.

State vs. New Haven & Northampton Co., 43 Conn.,
376-380.

Section 1 of said resolution simply extends the time within which the respondent may do what said resolution contemplates it shall do, and is a necessary part of the whole.

It is fair to presume that when the amendment to the respondent's charter was granted in 1899 the legislature intended that this part of the road should be built, and the respondent represented that it would be built, otherwise why did it ask for the privilege? The legislature is seeking to make the respondent do what by fair implication it agreed to do when said amendment was granted.

The respondent further alleges that said resolution is unconstitutional and void because —

1. It attempts to delegate to the Railroad Commissioners powers purely legislative.

It was clearly within the power of the General Assembly to delegate to the Railroad Commissioners such powers as are delegated to them in said resolution.

The General Assembly itself, in passing said resolution, decided the general question that the tracks of the respondent ought to be extended as set forth in said resolution, and simply the power to fix the time within which this should be done was delegated to the Board of Railroad Commissioners. This is not such a delegation of legislative power as will invalidate said resolution.

Lothrop vs. Stedman, 42 Conn., 593.

Woodruff vs. N. Y. & N. E. R. R. Co., 59 Conn., 83-84.

As to the further allegations of the respondent, that said resolution is unconstitutional and void, because —

2. The requirements of said resolution constitute a taking of the respondent's property without due process of law.

3. The requirements of said resolution constitute a taking of private property for the public use without compensation.

4. The requirements of said resolution impair the obligation of the contract created by the charter of said respondent, as amended by resolution of the General Assembly approved March 24, 1899, and accepted March 28, 1899.

The legislature had a right to impose upon the respondent such an obligation as the said resolution contemplates.

It is practically a declaration on the part of the legislature that the respondent shall do what it asked the right to do when the amendment to its charter was granted in 1899 by the General Assembly upon the application of the respondent.

Such legislation as is incorporated in said resolution violates no contract, takes away no property, and interferes with no vested right.

This is well settled in this state.

N. Y. & N. E. R. R. Company's Appeal from Railroad Commissioners, 62 Conn., 538.

Woodruff vs. N. Y. & N. E. R. R. Co., 59 id., 63.

N. Y. & N. E. R. R. Company's Appeal from Railroad Commissioners, 58 Conn., 532.

Woodruff vs. Catlin, 54 id., 277.

It is submitted that the Board of Railroad Commissioners should hear the petition of the petitioners and make such order in the premises as the facts warrant.

Respectfully submitted,

THE PETITIONERS,

By ARTHUR M. BROWN,

Their Attorney.

Upon the foregoing we rendered the following decision:

Dec. 16, 1903.

The Palmer Bros. Co.

vs.

The Montville Street Railway Co.

This petition is brought under a special resolution of the General Assembly, approved June 22, 1903.

The first section of said resolution extends the time within which the respondent company may lay down, construct, keep, and maintain its tracks in and over certain highways, as described in the petition, to January 1, 1905.

The second section reads as follows: "Said company shall lay down, construct, and maintain its tracks and run over such portion of the route or routes named in section one of this resolution and within such time as the Railroad Commissioners shall upon a hearing had order it so to do, and said Railroad Commissioners are hereby empowered to make such order.

The petitioners ask this board to order and direct the construction by the respondent of a street railway over the streets named in the resolution, specifying the route and the time within which the same shall be built, pursuant to said resolution.

The respondent files its motion to dismiss the petition, and among the reasons assigned are the following:

1. "Because the resolution is inoperative, for the reason that the first section thereof has never been accepted by the respondent."

2. "Because the resolution is not a legal exercise of the statutory power to alter or amend the charter of the respondent." And further, that "said resolution is unconstitutional and void, because it attempts to delegate legislative power to the Railroad Commissioners, and unconstitutional for other reasons alleged in the motion to dismiss the petition."

The respondent, by its motion, directly calls in question the power of the legislature to pass a resolution granting to this board the right to order and direct it to build a street railway on and over any part of the highways named.

The issues raised by the motion are of the highest judicial order, as they call in question the power of the legislature to pass into law this resolution.

The constitution of this state says: "The powers of government shall be divided into three distinct departments, and each of them confided to a separate magistracy, to wit: those which are legislative to one, those which are executive to another, and those which are judicial to another."

"It is emphatically the duty and province of the judicial department to say what the law is."

Dwarris on Statutes and Constitutions, page 365.

"The courts have the power to declare a law to be unconstitutional and void, but it is a power to be exercised with caution and in no doubtful case."

State vs. Breeman, 25 Conn., 289.

"The power of determining whether a given law is repugnant to the principles of a constitution with which it is alleged to conflict belongs to the judiciary, and their decision is conclusive."

United States vs. Madison I. Cranch, (U. S.,) 137.

"Every law of the legislature, however repugnant to the constitution, has not only the appearance and semblance of authority but the force of law."

State vs. Carroll, 38 Conn., 472.

It is clearly apparent, from the authorities referred to, that unless the Board of Railroad Commissioners is a court possessed of full judicial power it cannot pass upon the constitutionality of a statute law to the extent of declaring it void.

This board is not, strictly speaking, a court. The powers which it exercises are largely delegated by the legislature to carry into effect its orders, to superintend the management of railroads in the interest of public security and protection.

In its hearings it is not required or expected to be governed by or limited to the strict rules of evidence which obtain in courts, or to receive the evidence of witnesses under oath. In many instances the law requires the Commissioners to make personal inspection of the locality where complaints originate before or after hearing a cause, and to use the information so obtained to influence them in arriving at a decision.

"We think that the Railroad Commissioners were not judges, that their duties were not judicial in such a sense as to have the effect claimed for it."

State vs. N. H. & Northampton R. R. Co., 43 Conn., 381.

Their duties, except in a very limited way, are not judicial.

It is not their duty, and they have no power, to ascertain and determine the rights and enforce the relative duties of contending parties.

"The duties of this board (Railroad Commissioners) therefore are not judicial, but such as pertain to the administrative power of the legislature itself."

In Wheeler vs. N. Y. & N. H. R. R. Co., 71 Conn., 281, the court refers to the Commissioners as agents of the legislature.

In Cullen vs. R. R. Co., 66 Conn., 223, they are described as a board of state officers with extensive powers.

"A law of the legislature cannot be questioned at the bar of private judgment and, if thought unconstitutional, resisted, but must be received and obeyed as to all intents and purposes as law until questioned and set aside by the courts."

State vs. Carroll.

This board, in our opinion, is bound to obey the provisions of a statute under which it is required to act, however objectionable it may be to the constitution, so long as it has not been declared void by the court.

Upon this view of the questions raised we deny the motion to dismiss the petition, and will proceed with the hearing of the petition at such time as the parties may agree, or shall be named by us.

W. F. WILLCOX,
O. R. FYLER,
WM. O. SEYMOUR,
Railroad Commissioners.



GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Andover,	8	...	2	6	1					
Ansonia,	3	1	...	2	1					
Avon,	8	...	1	7						
Barkhamsted,	5	...	...	5						
Beacon Falls,	4	...	1	3						1
Berlin,	10	3	1	6						
Bethel,	17	...	2	15	2			1		
Bloomfield,	12	...	...	12						
Bolton,	5	2	...	3		1				
Branford,	11	5	6	...				2		
Brookfield,	17	1	1	15						1
Bridgeport,	32	1	14	17	10	1		20	1	11
Bristol,	18	2	3	13	1	1		2		
Burlington,	2	...	1	1						
Canton,	16	2	...	14			2			
Canaan,	8	...	1	7				1	1	1
Canterbury,	2	...	...	2						
Chaplin,	1	...	1	...						
Chatham,	7	1	2	4						
Chester,	4	...	...	4						
Cheshire,	22	3	8	11						
Clinton,	6	1	3	2						
Colchester,	6	...	1	5						
Columbia,	2	...	...	2						
Cornwall,	17	1	...	16				2	1	1
Coventry,	4	...	...	4						
Cromwell,	12	1	2	9						1
Danbury,	22	2	4	16	3	2			2	3
Darien,	7	2	3	2						
Derby,	11	1	...	10	3	2				7
Durham,	1	...	1	...						
East Haven,	2	2	...	...				
East Hartford,	8	...	...	8		1				
East Lyme,	2	...	2	...						
East Windsor,	10	...	...	10						
Ellington,	5	...	1	4						
Enfield,	12	...	2	10				1		3
Essex,	6	...	...	6						
Fairfield,	12	4	8	...						
Farmington,	12	...	1	11						
Franklin,	4	...	...	4						
Granby,	5	...	...	5						
Greenwich,	12	3	9	...				1		
Griswold,	5	...	...	5	1					1
Groton,	17	4	8	5		2		1		1
Guilford,	5	2	1	2			1			
Haddam,	7	1	...	6						
Hampton,	9	3	...	6				1		
Hamden,	14	3	5	6					4	4
Hartford,	50	10	15	25	16	3		6		3
Hebron,	7	...	...	7						
Huntington,	2	1	...	1						
Totals carried over,	506	62	110	334	37	13	3	38	9	38

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & E. R. R.	Nor. & Wor. R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
..	2	..	7	..	6	..	..	..	..	..	..	6
..	2
..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	3	..	..	..	..	..	..	..	..	..	..	5
..	15	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	3
..	12	..	..	..	..	..	..	3	..	..	..	..	..	..	6
..	13	..	..	..	..	..	2	..	..	..	..	..	..	15
..	9	..	..	..	..	..	13	8	..	..	..	..	..	17
..	1	..	..	..	..	..	..	..	..	13
..	11	..	..	..	..	3	..	..	..	..	..	..	..	..	1
..	7	..	..	..	..	..	2	..	..	..	..	..	..	14
..	7
..	2
4	..	4	..	..	..	..	..	11	..	..	..	..	..	..	..	..	4
..	4
..	2	..	11
5	1	..	..	..	..	..	..	2
1	16	..	..	..	..	1	3	..	..	..	..	..	..	5
..	..	3	..	..	4	..	..	..	..	..	2	..	..	..	..	..	2
..	4	..	..	1	..	..	..	..	..	11	..	..	..	..	..	..	16
..	7	3	..	..	..	2	..	..	..	..	..	4
..	9
..	16
..	2
..	8	..	..	..	..	..	..	10
..	10	..	..	..	..	..	..	8
..	1	3	..	..	..	..	..	..	10
..	8	2	..	..	..	..	..	4
..	..	6	..	..	..	..	..	11	..	..	..	..	..	..	..	..	10
..	6
..
..	4	..	..	..	5	..	..	..	11
..	5	..	..	..	..	..	..	..	..	4
..	5
..	5
..	..	6	..	..	..	..	..	..	..	6	..	..	..	..	2	..	2
..	6
..	5	..	..	1	..	..	..	..	..	6
..	..	6	2	..	..	..	..	..	..	8	9	..	..	..	..	..	6
7	1	..	..	..	..	..	..	..	..	..	..	..	..	25
..	7
..	1
17	19	25	30	47	4	10	5	43	6	84	30	5	5	....	4	....	334

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over,....	506	62	110	334	37	13	3	38	9	38
Kent,.....	10	2	...	8	...	...	...	1	1	...
Killingly,.....	9	1	1	7	2	...	...	...	...	2
Lebanon,.....	5	2	...	3	...	...	...	...	...	...
Ledyard,.....	1	1	...	...	...	...	...	...	...	...
Litchfield,.....	17	1	...	16	...	...	...	1	...	2
Lisbon,.....	5	1	2	2	...	...	...	...	...	...
Madison,.....	6	3	3	...	...	...	...	...	...	...
Manchester,.....	13	1	3	9	...	1	...	2	...	...
Mansfield,.....	9	1	...	8	...	...	...	...	...	...
Meriden,.....	28	8	6	14	9	...	...	5	...	...
Middlebury,.....	3	...	1	2	...	...	...	...	...	...
Middlefield,.....	8	1	1	6	...	...	...	...	...	...
Middletown,.....	41	10	5	26	4	1	7	...	...	...
Milford,.....	17	6	8	3	...	...	...	...	...	1
Montville,.....	3	...	...	3	...	...	...	...	...	...
Monroe,.....	10	...	4	6	...	...	...	...	1	1
Morris,.....	4	...	...	4	...	...	...	1	...	...
Naugatuck,.....	9	...	2	7	3	...	...	...	...	...
New Britain,.....	24	2	1	21	13	...	1	...	...	...
New Canaan,.....	4	1	...	3	...	...	...	1	...	...
Newington,.....	9	1	1	7	2	...	1	1	...	2
New Haven,.....	56	39	4	13	4	4	1	7	...	9
New Hartford,.....	11	...	3	8	...	...	1	...	...	...
New London,.....	15	2	5	8	6	1	...	...	...	8
New Milford,.....	24	...	1	23	1	...	...	2	...	...
Newtown,.....	45	2	2	41	...	...	...	2	1	1
Norfolk,.....	8	3	2	3	...	...	...	...	...	...
North Canaan,.....	15	...	1	14	1	...	...	1	1	1
North Haven,.....	7	1	1	5	...	1	...	1	...	1
Norwalk,.....	31	3	12	16	2	...	...	...	3	7
Norwich,.....	15	7	1	7	...	2	1	...	2	2
Old Lyme,.....	6	3	3	...	...	...	...	...	...	...
Old Saybrook,.....	12	3	1	8	...	...	2	...	...	...
Orange,.....	25	4	13	8	...	...	...	1	...	2
Oxford,.....	7	2	...	5	...	...	...	...	...	...
Pomfret,.....	9	3	1	5	...	...	1	...	...	...
Portland,.....	11	1	4	6	...	...	...	...	...	...
Plainfield,.....	24	1	...	23	...	...	4	...	...	2
Plainville,.....	6	1	...	5	1	1	...	...	...	2
Plymouth,.....	9	4	...	5	...	...	...	1	...	...
Prospect,.....	2	1	1	...	...	...	...	...	...	...
Putnam,.....	16	4	5	7	4	...	1	...	...	...
Redding,.....	10	...	2	8	...	...	...	...	...	...
Ridgefield,.....	10	...	...	10	...	...	...	...	...	...
Rocky Hill,.....	3	...	...	3	...	...	...	...	...	...
Roxbury,.....	5	...	...	5	...	...	...	...	...	...
Salisbury,.....	12	1	2	9	...	...	3	...	...	...
Saybrook,.....	3	...	...	3	...	...	...	...	...	...
Seymour,.....	5	1	...	4	2	1	...	...	...	...
Total carried over,.....	1,143	190	212	741	91	25	26	65	18	81

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
17	19	25	30	47	4	10	5	43	6	84	30	5	5	...	4	...	334
...	8	...	...	...	...	...	...	...	...	7	...	...	...	8
3	9	...	...	...	...	...	...	...	7	...	...	7
...	3
...	16
...	2
...	9
...	8
...	14
...	2
6	6
3	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	3
...	3
...	6
...	4
...	7
...	21
...	3
...	7
...	13
...	8
...	8
...	23
...	41
...	3
...	14
...	5
...	16
...	7
...
...	8
...	8
...	5
...	5
...	6
...	23
...	5
...	5
...
...	7
...	8
...	10
...	3
...	5
...	9
...	3
...	4
...
39	58	54	55	110	13	32	13	57	23	153	62	11	31	21	6	3	741

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,	1,143	190	212	741	91	25	26	65	18	81
Simsbury,	17	1	2	14	...	1	...	...	...	...
Southbury,	12	1	6	5	...	...	...	1	...	...
Southington,	17	...	...	17	2	...	...	3	1	2
South Windsor,	10	...	...	10	...	...	...	...	...	...
Sprague,	4	...	...	4	...	...	...	...	...	...
Stafford,	8	...	1	7	...	...	...	...	...	2
Stamford,	12	3	6	3	...	...	...	2	...	...
Sterling,	5	...	...	5	...	...	2	...	...	...
Stonington,	14	2	1	11	7	2	...	2	...	2
Stratford,	6	1	5	...	...	...	...	2	...	...
Suffield,	8	...	2	6	...	...	...	...	...	...
Tolland,	1	...	...	1	...	...	...	...	...	...
Torrington,	9	1	...	8	2	...	...	...	...	2
Thomaston,	3	...	...	3	1	...	...	...	...	1
Thompson,	24	4	3	17	...	...	1	1	1	3
Trumbull,	6	...	...	6	...	...	...	...	...	1
Vernon,	16	...	6	10	...	1	...	...	...	...
Wallingford,	20	2	2	16	3	...	...	...	...	...
Washington,	13	...	...	13	...	...	...	2	...	1
Waterbury,	27	6	8	13	3	2	...	...	...	6
Waterford,	5	1	2	2	...	...	1	...	...	...
Watertown,	5	...	3	2	...	...	...	...	...	...
Westbrook,	4	3	1	...	...	...	...	...	...	...
West Hartford,	4	...	1	3	...	...	...	...	...	1
Westport,	10	6	4	...	...	...	...	...	...	...
Wethersfield,	8	...	...	8	1	...	...	...	...	...
Windsor,	12	...	1	11	...	2	...	...	...	...
Windsor Locks,	3	...	...	3	...	...	...	...	...	...
Windham,	22	2	3	17	3	2	1	...	1	4
Wilton,	16	1	...	15	...	...	...	...	...	1
Willington,	5	...	...	5	...	...	...	1	...	...
Winchester,	13	1	4	8	...	1	...	...	...	...
Total,	1,482	225	273	984	113	36	31	79	21	107

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. B. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manchester R. R.	Total.
39	58	54	55	110	13	32	13	57	23	153	62	11	31	21	6	3	741
..	7	..	..	..	..	7	..	4	..	..	..	1	..	..	14
..	17	..	..	..	..	..	..	..	..	5
..	10	..	..	..	..	..	..	17
..	4	..	..	..	..	..	..	10
..	7	..	..	..	..	..	..	..	4
..	3	..	..	..	..	..	7
..	5	..	..	..	..	..	..	3
..	11	..	..	..	..	..	5
..	6	..	..	..	..	..	11
..	8	..	..	1	..	..	..	..	..	..	..	6
..	3	..	..	..	..	..	..	..	..	..	..	1
..	10	..	..	..	..	..	..	8
..	6	..	..	..	..	..	10	..	..	7	..	..	..	3
7	10	9	..	..	13	..	..	17
..	6	..	..	1	7	..	..	..	..	1	..	6
..	2	..	..	..	..	1	..	..	..	..	..	10
..	2	11	..	..	..	..	..	16
..	..	8	..	..	..	..	..	..	..	..	3	..	..	..	..	..	13
..	10	..	..	..	..	..	13
1	15	..	..	..	..	..	..	..	6	10	..	..	..	..	..	..	2
..	5	..	..	..	..	..	..	..	2
..	7	..	..	1	..	..	..	..	..	..	..	..	..	..	3
..	11	..	..	..	..	..	8
..	3	..	..	..	..	..	11
..	3
..	17
..	15
..	5
..	8
47	73	62	69	116	13	52	13	81	43	215	95	22	38	35	7	3	984

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain, and Suffield branches.

The N. E. R. R. includes the Connecticut Central Railroad.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester Branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report.

STATISTICAL TABLES.

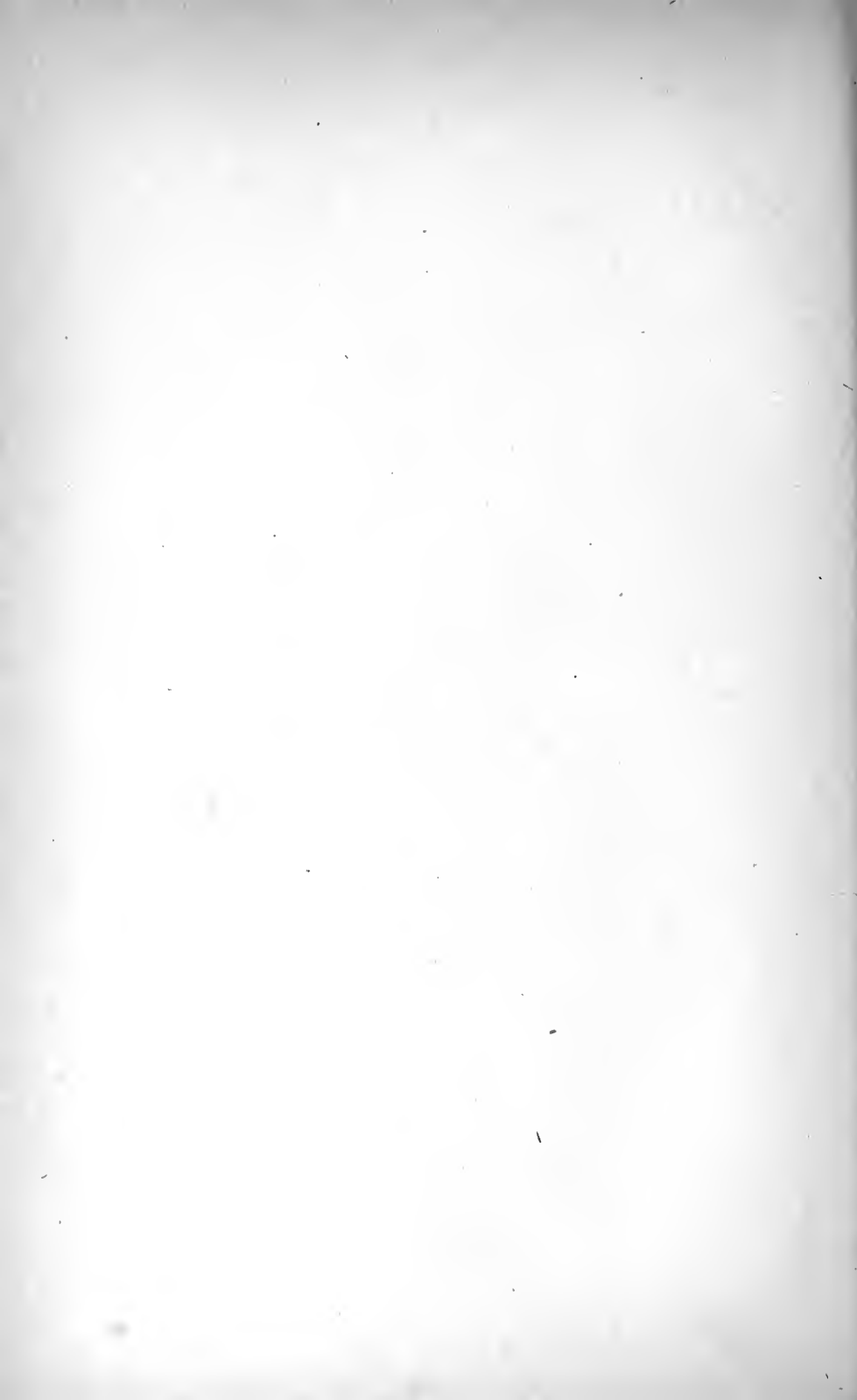


TABLE I.

Number.	1	2	3	4		5		6		7		8		9		10	
				LOCATION OF ROAD.		L'NGTH OF MAIN LINE AND BRANCHES.		DOUBLE TRACK.		THIRD TRACK.		FOURTH TRACK.		SIDINGS.		LENGTH OF ROAD, SINGLE TRACK, MILES.	
				From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
1	Boston & New York Air Line, ¹	1875	1870-73	New Haven, Ct.	Willimantic, Ct.	52.26	52.26	5.23	5.23	...	...	...	...	16.63	16.63	74.12	74.12
2	Central New England, -	1892	1892	Campbell Hall, N. Y.	Silvernails, N. Y.	57.60	...	4.60	...	...	...	...	...	15.80	...	78.00	...
3	Dutchess County R. R., -	1876	1877	Poughkeepsie, N. Y.	Hopewell, N. Y.	12.40	...	...	...	...	...	...	...	...	...	12.40	...
4	Colchester, -	1876	1877	Turnerville, Ct.	Colchester, Ct.	3.59	3.59	...	...	...	...	...	...	1.03	1.03	4.62	4.62
5	Danbury & Norwalk, ² -	1850	1852	Danbury, Ct.	So. Norwalk, Ct.	23.59	23.59	...	...	...	...	...	...	15.34	15.34	38.93	38.93
6	Wilson's Point Branch, -			So. Norwalk, Ct.	Wilson's Point, Ct.	2.69	2.69	...	...	...	...	...	...	4.66	4.66	7.35	7.35
7	Hartford & Connecticut Western, ³	1881	1871	Branchville, Ct.	Ridgefield, Ct.	3.97	3.97	...	...	...	...	...	...	4.32	4.32	4.39	4.39
8	Springfield Branch, -			Bethel, Ct.	Hartford, Ct.	5.95	5.95	...	...	...	...	...	...	6.1	6.1	6.59	6.59
9	E. Granby & Suffield Branch, -	1903	1903	Tariffville, Ct.	Agawam Junc., Ms.	109.75	67.25	...	...	...	...	...	...	27.55	18.36	137.30	85.61
10	Middletown, Meriden & Waterbury, -	1882	1885	E. Granby, Ct.	W. Suffield, Ct.	14.21	10.01	...	...	...	...	...	...	1.07	.51	15.98	10.62
11	Naugatuck, -	1845	1849	Gronwell, Ct.	Westerbury, Ct.	3.77	3.77	...	...	...	...	...	...	1.07	.07	3.84	3.84
12	Waterbury Branch, -	1873	1873	Westfield, Ct.	Waterbury, Ct.	3.50	3.50	...	...	...	...	...	...	1.16	1.16	4.66	4.66
13	New England, Main Line, ⁴ -			Naugatuck Junc., Ct.	Winsted, Ct.	26.00	26.00	...	...	...	...	...	...	1.81	1.81	32.81	32.81
14	Worcester Div., -			Boston, Mass.	Worcester, Ct.	56.55	56.55	...	...	...	...	...	...	26.23	20.23	88.18	88.18
15	Branch Midland Div., -			Worcester, Mass.	Hopewell Junc., N. Y.	213.56	134.17	...	...	...	...	...	...	150.79	70.63	479.71	269.53
16	Southbridge Br., Shore L. Div., -			Providence, R. I.	Boston, Mass.	1.71	...	...	...	...	...	...	...	8.48	...	10.19	...
17	Suffield Br., Highland Div., -			Cook St., N. Y.	Willimantic, Ct.	1.04	...	...	...	...	...	...	...	...	...	2.08	...
18	Melrose Br., Highland Div., -			Providence, R. I.	Willimantic, Ct.	57.76	31.96	...	...	...	...	...	...	22.35	8.19	81.38	40.15
19	Branch, Midland Div., -			East Thompson, Ct.	Woonsocket, R. I.	28.67	...	...	...	...	...	...	...	7.70	...	36.37	...
20	New Haven & Derby, -	1864	1871	East Hartford, Ct.	Southbridge, Mass.	17.86	5.35	...	...	...	...	...	...	3.00	.51	20.86	5.86
21	Huntington Branch, -	1846	1848-51	Westfield, Mass.	J. C. B. & A. R. R. Spfld	28.31	20.17	...	...	...	...	...	...	7.02	2.94	35.33	23.11
22	New Haven & Northampton, -			Derby, Ct.	W. St., Rockville, Ct.	7.22	7.22	...	...	...	...	...	...	.31	.31	7.53	7.53
23	New Hartford Branch, -			Northampton, Ms.	Dedham, Mass.	1.53	...	...	...	...	...	...	...	.75	...	2.28	...
24	Williamsburgh Branch, -			Westfield, Mass.	Ansonia, Ct.	2.00	...	...	...	...	...	...	...	.11	...	2.11	...
25	Turner's Falls Branch, -			Westfield, Mass.	Huntington, Ct.	12.90	...	...	...	...	...	...	...	7.58	...	20.48	20.48
26	Holbrook & Westfield Branch, -			Westfield, Mass.	Conway Junc., Ms.	3.79	3.79	...	...	...	...	...	...	2.07	2.07	5.86	5.86
27	New London & Northampton, ⁵	1859	1849-51	Groton, Ct.	New Hartford, Ct.	94.64	51.26	...	...	...	...	...	...	46.03	23.46	140.87	73.72
28	Connecticut track to N. L., -			Franklin, Ct.	Williamsburgh, Ms.	14.09	14.09	...	...	...	...	...	...	3.69	3.66	17.75	17.75
29	Rhode Island & Mass. R. R., -			Providence, R. I.	Turner's Falls, Ms.	7.51	...	...	...	...	...	...	...	2.91	...	9.72	...
30	Providence & Springfield R. R., -			Providence, R. I.	Holyoke, Mass.	10.07	...	...	...	...	...	...	...	2.60	...	12.76	...
31	Woonsocket & Pascoag Branch, -			Providence, R. I.	Bradford, Vt.	10.32	...	...	...	...	...	...	...	14.21	...	24.56	...
32	Milford, Franklin & Prov., -			Providence, R. I.	Worcester, Mass.	121.00	56.10	...	...	...	...	...	...	33.02	30.07	160.02	76.17
33				Providence, R. I.	Worcester, Mass.	70.97	53.14	...	...	...	...	...	...	36.38	24.85	107.35	77.99
34				Providence, R. I.	Worcester, Mass.	.63	...	...	...	...	...	...	...	.27	.27	.90	.90
35				Providence, R. I.	Worcester, Mass.	13.59	...	...	...	...	...	...	...	1.69	...	15.28	...
36				Providence, R. I.	Worcester, Mass.	4.43	...	...	...	...	...	...	...	1.02	1.02	6.45	6.45
37				Providence, R. I.	Worcester, Mass.	20.89	...	...	...	...	...	...	...	4.20	...	25.09	...
38				Providence, R. I.	Worcester, Mass.	6.84	...	...	...	...	...	...	...	1.30	...	8.14	...
39				Providence, R. I.	Worcester, Mass.	9.45	...	...	...	...	...	...	...	1.04	...	10.49	...
40				Providence, R. I.	Worcester, Mass.	15.13	...	...	...	...	...	...	...	3.82	...	18.95	...
41				Providence, R. I.	Worcester, Mass.	4.65	...	...	...	...	...	...	...	.44	...	5.09	...

TABLE I.—CONCLUDED.

Number.	1	2	3	4		5		6		7		8		9		10	
				LOCATION OF ROAD.		LENGTH OF MAIN LINE AND BRANCHES.		DOUBLE TRACK.		THIRD TRACK.		FOURTH TRACK.		SIDINGS.		LENGTH OF ROAD, SINGLE TRACK, MILES.	
				From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
13	New York, New Haven & Hartford, ⁶	1871	1839-70	Woodlawn, June, N.Y.	Providence, R. I.	173.77	115.79	173.77	115.79	55.32	42.44	55.32	42.44	140.92	04.22	599.10	420.68
	New Canaan Br., N.Y. Div.,			Stamford, Ct.	New Canaan, Ct.	7.66	7.66	....	....	....	....	....	....	1.02	1.02	8.68	8.68
	Brookfield Br., N.Y. Div.,			Brookfield, Ct.	Danbury, Ct.	5.26	5.26	....	....	....	....	....	....	1.16	1.16	6.52	6.52
	M. L., Hartford Division,			Cedar Hill Jct., Ct.	Springfield, Mass.	60.17	54.22	60.17	54.22	....	....	....	....	90.32	81.82	210.66	190.27
	Valley Branch, Hfd. Div.,			Hartford, Ct.	Farmington, Ct.	46.30	46.30	....	....	....	....	....	....	10.46	10.46	56.66	56.66
	Middletown Branch,			Berlin, Ct.	Middletown, Ct.	9.70	9.70	....	....	....	....	....	....	3.70	3.70	15.40	15.40
	New Britain Branch,				New Britain, Ct.	3.18	3.18	....	....	....	....	....	....	9.19	9.19	15.55	15.55
	Suffield Branch,				Suffield, Ct.	4.32	4.32	....	....	....	....	....	....	1.17	1.17	5.49	5.49
	M. L., Berkshire Division,			Windsor Locks, Ct.	N.H. & D. R.R., N.H.	1.66	1.66	....	....	....	....	....	....	2.80	2.80	1.66	1.66
				New Haven U. Dep.	Boston, Ct.	9.79	9.79	....	....	....	....	....	....	14.72	14.72	12.59	12.59
				Huntington, Ct.	Mass. State Line	59.81	59.81	....	....	....	....	....	....	4.89	4.89	74.53	74.53
				Botsford, Ct.	Bridgeport, Ct.	15.16	15.16	....	....	....	....	....	....	4.13	4.13	20.05	20.05
					Litchfield, Ct.	32.28	32.28	....	....	....	....	....	....	....	....	36.41	36.41
				Hawleyville, Ct.	Stonington, Ct.	.97	.97	....	....	....	....	....	....	....	....	.97	.97
				Stonington, Ct.	Pontiac, R. I.	4.69	4.69	....	....	....	....	....	....	.39	.39	5.08	5.08
				Auburn, R. I.	Henderson St., Pro.	3.58	3.58	....	....	....	....	....	....	.89	.89	6.13	6.13
				Harlem River, N. Y.	New Rochelle, N. Y.	11.50	11.50	....	....	1.25	1.25	....	....	75.26	75.26	100.76	100.76
				Conn. State Line,	W. St. Bridge, Ms.	20.33	20.33	....	....	....	....	....	....	6.28	6.28	26.61	26.61
				W. St. Bridge, Ms.	State Line, Mass.	2.64	2.64	....	....	....	....	....	....	.93	.93	3.57	3.57
				Van D'sville Jc., Ms.	Pittsfield, Mass.	22.02	22.02	....	....	....	....	....	....	14.19	14.19	36.21	36.21
				Providence, R. I.	Worcester, Mass.	40.90	39.83	....	....	2.15	2.15	....	....	62.67	62.67	147.75	147.75
				Valley Falls, R. I.	E. Providence, R. I.	7.00	6.60	....	....	....	....	....	....	8.42	8.42	23.02	23.02
				Pontiac, R. I.	Hopk., R. I.	5.67	5.67	....	....	....	....	....	....	1.41	1.41	7.08	7.08
				Boston (Ft. Pt. Chm)	Newport, R. I.	67.60	66.83	....	....	2.02	2.02	....	....	53.84	53.84	173.21	173.21
				Mayflower Park	Somerset Jc., Mass.	36.31	21.44	....	....	2.68	2.68	....	....	33.92	33.92	90.98	90.98
				Middleboro, Mass.	Provincetown, Ms.	85.66	19.72	....	....	....	....	....	....	17.03	17.03	192.41	192.41
				Raynham, Mass.	Whitenton Jc., Ms.	3.38	3.38	....	....	....	....	....	....	1.18	1.18	7.94	7.94
				Braintree, Mass.	Kingston, Mass.	32.34	8.41	....	....	....	....	....	....	6.73	6.73	47.48	47.48
				So. Braintree, Mass.	Plymouth, Mass.	26.04	4.28	....	....	....	....	....	....	12.56	12.56	42.88	42.88
				Framingham, Mass.	Lowell, Mass.	26.12	4.36	....	....	....	....	....	....	10.60	10.60	40.98	40.98
				New Bedford, Mass.	Fitchburg, Mass.	91.25	49.44	....	....	.91	.91	....	....	65.88	65.88	207.48	207.48
				Neponset, Mass.	Mattapan, Mass.	3.30	....	....	....	....	....	....	....	1.50	1.50	4.80	4.80
				Stoughton Branch,	Stoughton, Mass.	1.65	1.65	....	....	....	....	....	....	.58	.58	3.88	3.88
				Shawmut Branch,	Shawmut & Milton Jc.	2.39	....	....	....	....	....	....	....	1.17	1.17	3.56	3.56
				Bridgewater Branch,	Bridge w't'r n Wks.	6.12	....	....	....	....	....	....	....	1.78	1.78	7.90	7.90
				Brookton Branch,	Westdale, Mass.	.75	....	....	....	....	....	....	....	....	....	.75	.75
				Granite Branch,	Braintree, Mass.	5.41	....	....	....	....	....	....	....	3.45	3.45	8.86	8.86
				Hyannis Branch,	Hyannis, Mass.	5.05	....	....	....	....	....	....	....	2.63	2.63	7.73	7.73
				Wood's Holl Branch,	Wood's Holl, Mass.	17.64	....	....	....	....	....	....	....	20.37	20.37	20.37	20.37
				Fairhaven Branch,	Fairhaven, Mass.	15.17	....	....	....	....	....	....	....	1.49	1.49	16.66	16.66
				Fanover Branch,	Fanover, Mass.	7.80	....	....	....	....	....	....	....	3.70	3.70	11.50	11.50
				Easton Branch,	Easton, Mass.	7.56	....	....	....	....	....	....	....	.92	.92	8.48	8.48
				P. & M. R. R. Extension,	Middleboro, Mass.	.42	....	....	....	....	....	....	....	....	....	.42	.42

TABLE II. — CAPITAL STOCK.

Number.	RAILROADS.	11 Total Amount Authorized.	12 Issued for Cash.	13 Issued for Bonds.	14 Issued for Stock of other Corporations.	15 Issued for undivided Earnings.	16 Issued for increased Valuation.
1	Boston & New York Air Line,.....	\$4,000,000.00	.....	\$2,998,500.00	.....	.....	.....
2	Central New England,.....	6,600,000.00	.....	.....	.....	.....	.....
3	Colchester,.....	50,000.00	\$25,000.00	.....	.....	.....	.....
4	Danbury & Norwalk,.....	1,000,000.00	338,416.25	.....	.....	\$101,583.75	\$160,000.00
5	East Granby & Suffield,.....	100,000.00	100,000.00	.....	.....	.....	.....
6	Hartford & Connecticut Western,.....	3,000,000.00	.....	1,912,800.00	.....	.....	.....
7	Middletown, Meriden & Waterbury,.....	100,000.00	.....	.....	.....	.....	.....
8	Naugatuck,.....	2,000,000.00	397,696.00	273,000.00	.....	142,700.00	448,825.00
9	New England,.....	25,000,000.00	.....	.....	.....	.....	.....
10	New England & Derby,.....	700,000.00	447,000.00	.....	.....	.....	.....
11	New Haven & Northampton,.....	5,000,000.00	1,882,000.00	.....	.....	.....	.....
12	New London Northern,.....	2,000,000.00	340,673.33	1,102,660.00	\$56,666.67	.....	.....
13	New York, New Haven & Hartford,.....	100,000,000.00	17,250,700.00	.....	37,434,700.00	.....	.....
14	Norwich & Worcester,.....	3,831,600.00	6,600.00	.....	128,900.00	.....	.....
15	Ridgefield & New York,.....	1,250,000.00	215,400.00	.....	.....	.....	.....
16	South Manchester,.....	40,000.00	40,000.00	.....	.....	.....	.....
	Total,.....	\$154,671,600.00	\$21,043,485.58	\$6,286,960.00	\$37,620,266.67	\$244,283.75	\$608,825.00

TABLE III.—CAPITAL STOCK.

Number.	RAILROADS.	17	18	19	20	21	22	23	24
		Otherwise issued.	Total amount issued.	Total issued per last report.	Issued per mile of road.	Amount held in Connecticut.	Amount same per last report.	Stockholders in Connecticut.	Number of same per last report.
1	Boston & New York Air Line,...	\$909,468.38	\$3,907,968.38	\$3,907,968.38	\$75,883.00	\$3,311,700.00	\$3,311,700.00	427	427
2	Central New England,.....	6,600,000.00	6,600,000.00	6,600,000.00	114,583.00	5,400.00	5,400.00	10	9
3	Colchester,.....	.....	25,000.00	25,000.00	6,964.00	25,000.00	25,000.00	1	1
4	Danbury & Norwalk,.....	.....	600,000.00	600,000.00	16,575.00	595,350.00	590,800.00	71	69
5	East Granby & Suffield,.....	.....	100,000.00	.....	26,497.08	8,000.00	.....	8	.....
6	Hartford & Conn. Western,.....	800,000.00	2,712,800.00	2,712,800.00	21,885.01	785,100.00	784,500.00	459	447
7	Middletown, Meriden & Wbury,	100,000.00	100,000.00	100,000.00	3,390.00	100,000.00	100,000.00	9	9
8	Naugatuck,.....	737,779.00	2,000,000.00	2,000,000.00	32,792.00	1,731,600.00	1,739,800.00	347	353
9	New England,.....	25,000,000.00	25,000,000.00	25,000,000.00	69,607.00	24,839,700.00	24,858,700.00	15	10
10	New Haven & Derby,.....	.....	447,000.00	447,000.00	26,782.00	448,300.00	446,600.00	9	21
11	New Haven & Northampton,...	578,000.00	2,460,000.00	2,460,000.00	19,476.00	2,460,000.00	2,460,000.00	1	1
12	New London Northern,.....	.....	1,500,000.00	1,500,000.00	12,396.69	604,600.00	667,300.00	132	146
13	N. Y., New Haven, & Hartford,	16,211,900.00	70,897,300.00	54,685,400.00	161,755.00	18,536,100.00	13,412,500.00	2,909	2,569
14	Norwich & Worcester,.....	2,871,100.00	3,006,600.00	3,006,600.00	41,991.62	56,800.00	58,900.00	30	31
15	Ridgefield & New York,.....	46,400.00	261,800.00	261,800.00	8,597.69	192,300.00	197,800.00	45	46
16	South Manchester,.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
	Total,.....	\$53,854,647.00	\$119,658,468.38	\$108,346,508.38	\$78,062.23	\$53,739,900.00	\$48,699,000.00	4,482	4,148

TABLE V.—PROPERTY ACCOUNTS.

Number.	RAILROADS.	31 Cost of road.	32 Cost of equipment.	33 Bonds and Stocks.	34 Other permanent investments.	35 Cash and Current Assets.	36 Other assets.	37 Total.	38 Cost of road per mile.
1	Boston & N. Y. Air Line,	\$4,488,825.38	\$129,931.94	\$44,806.13	.....	\$2,704.08	.....	\$4,665,967.48	\$87,155.83
2	Central New England, ..	12,428,224.49	367,551.00	900,063.00	\$815,746.79	104,996.60	\$25,396.42	14,631,978.30	215,767.79
3	Colchester,	50,000.00	.....	.....	.....	.....	.....	50,000.00	13,927.57
4	Danbury & Norwalk,	1,170,270.88	228,971.89	.....	.....	2,463.63	.....	1,399,242.72	32,327.92
5	East Granby and Suffield,	99,965.94	.....	.....	.....	30,108.63	.....	102,429.56	.....
6	Hartford & Conn. West.,	3,343,746.77	373,867.97	.....	.....	.....	109,409.98	3,857,133.35	26,975.05
7	Mid., Meriden & W'by,	100,000.00	.....	.....	.....	.....	.....	100,000.00	3,389.83
8	Naugatuck,	2,631,868.86	297,086.57	.....	.....	1,689.34	101,500.00	3,032,144.77	43,152.46
9	New England,	*26,281,583.28	2,516,608.87	.....	.....	886,344.08	11,500,000.00	41,184,536.28	73,207.75
10	New Haven & Derby, ..	1,559,391.10	200,675.62	.....	.....	.....	.....	1,760,066.78	93,432.61
11	N. H. & Northampton, ..	5,731,586.62	850,430.62	30,337.50	.....	223.04	360,000.00	6,972,582.72	45,377.14
12	New London Northern, ..	3,064,629.47	248,420.44	150,000.00	5,000.00	66,127.58	.....	3,534,177.49	25,327.52
13	N. Y., N. H. & Hartford,	54,219,484.40	7,590,386.79	9,757,467.50	14,399,291.50	18,171,663.85	2,850,150.02	114,971,685.70	128,704.05
14	Norwich & Worcester, ..	3,983,816.51	179,750.67	500,000.00	.....	401,370.96	47,983,241.64	5,518,914.87	55,639.90
15	Ridgefield & New York,	230,860.16	.....	.....	.....	.....	453,976.73	230,860.16	7,581.60
16	South Manchester,	89,024.98	32,294.85	.....	851.05	2,929.60	.....	135,100.48	39,566.66
	Total,	\$119,472,978.74	13,005,977.23	11,382,674.13	15,220,889.34	19,670,626.38	23,383,674.79	202,136,820.61	78,055.79

* On page No. 219 of this report the cost of construction and equipment of the New England Railroad Company is not shown separately for the reason that the cost of the property to that company is practically what it gave for the equity over and above the amount of the underlying mortgages of the New York & New England Railroad Co., which mortgages are shown as a separate item and not as a part of the cost of the road. The New England Railroad Company has made a careful inventory and appraisal of its equipment, however, and its valuation placed at \$2,516,608.87. This amount has been deducted from the total cost of construction and equipment, as reported by the road, and separate accounts shown in above table.

+ Contingent assets.

TABLE VI.—EARNINGS.

Number.	RAILROADS.	GROSS.				NET.			
		39	40	41	42	43	44	45	46
		Total.	Total per last report.	Per mile of road operated.	Per mile run.	Total.	Total per last report.	Per mile of road operated.	Per mile run.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....	.....
2	Central New England,.....	\$663,103.06	\$593,965.42	\$3,385.94	\$1.12729	\$140,852.82	\$157,715.98	\$719.22	.23945
3	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,*	.....	.....	.....	.....	.....	.....	.....	.....
5	East Granby and Suffield,†	.....	.....	.....	.....	.....	.....	.....	.....
6	Hartford & Connecticut Western,†	.....	.....	.....	.....	.....	.....	.....	.....
7	Middletown, Meriden & Wat'y,*	.....	.....	.....	.....	.....	.....	.....	.....
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....
9	New England,*	.....	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Derby,*	.....	.....	.....	.....	.....	.....	.....	.....
11	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....	.....
12	New London Northern,.....	1,014,554.52	992,546.67	8,036.82	1.25780	36,496.17	90,499.74	732.80	.11469
13	N. Y., N. H. & Hartford,.....	47,296,077.51	43,521,087.11	23,329.13	2.07233	12,841,053.97	12,247,213.50	6,087.31	.54074
14	Norwich & Worcester,*	.....	.....	.....	.....	.....	.....	.....	.....
15	Ridgefield & New York,†	.....	.....	.....	.....	.....	.....	.....	.....
16	South Manchester,.....	14,950.63	18,049.49	8,866.95	.89002	Deficit.	2,716.13	Deficit.	Deficit.
	Total,.....	\$48,988,685.72	\$45,125,648.70	\$20,748.42	\$2.02292	\$12,518,402.96	\$12,498,145.35	\$5,301.98	.51697

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE VII.

RAILROADS.		DIVIDENDS.					51 Paid for taxes.	52 Paid for interest.	53 Paid for insurance.
Number.		47 Total amount paid.	48 Total per last report.	49 Capital stock on which dividends were paid.	50 Capital stock on which no divi- dends were paid.				
1	Boston & New York Air Line,...	\$119,940.00	\$119,940.00	\$2,998,500.00	\$909,468.38	.....	.....	\$25,000.00	.....
2	Central New England,.....	.....	.....	.....	6,600,000.00	.....	\$19,721.57	32,500.00	\$2,417.60
3	Colchester,.....	.....	.....	.....	25,000.00	.....	.....	1,750.00	.....
4	Danbury & Norwalk,.....	30,000.00	30,000.00	600,000.00	.....	.....	.....	33,500.00	.....
5	East Granby & Suffield,.....	.....	.....	.....	100,000.00	.....	.....	.....	.....
6	Hartford & Connecticut West'n,	26,454.00	26,394.00	1,322,700.00	1,390,100.00	.....	.....	35,000.00	.....
7	Middletown, Meriden & Water'y,	1,000.00	1,000.00	100,000.00	.....	.....	.....	.....	.....
8	Naugatuck,.....	200,000.00	200,000.00	2,000,000.00	.....	.....	.....	7,925.00	.....
9	New England,.....	150,000.00	150,000.00	5,000,000.00	20,000,000.00	.....	.....	{ + 250,000.00 * 720,000.00	.....
0	New Haven & Derby,.....	17,880.00	17,880.00	447,000.00	.....	.....	.....	28,750.00	.....
1	New Haven & Northampton,...	98,400.00	98,400.00	2,460,000.00	.....	.....	.....	142,000.00	.....
2	New London Northern,.....	135,000.00	135,000.00	1,500,000.00	.....	.....	50,135.60	68,120.00	2,892.91
3	N. Y., New Haven & Hartford,...	4,618,438.00	4,296,568.00	69,971,100.00	926,200.00	.....	2,385,389.52	274,950.00	112,356.31
4	Norwich & Worcester,.....	240,000.00	240,000.00	3,000,000.00	6,600.00	.....	.....	48,000.00	.....
5	Ridgefield & New York,.....	.....	.....	.....	261,800.00	.....	.....	.....	.....
6	South Manchester,.....	.....	.....	.....	40,000.00	.....	357.88	.....	63.08
Total,.....		\$5,637,112.00	\$5,315,182.00	\$89,399,300.00	\$30,259,168.38	.....	\$2,455,604.57	\$1,667,495.00	\$117,729.90

* Interest on \$11,500,000.00 mortgages of the New York & New England.

† Interest on \$5,000,000.00 funded debt.

TABLE VIII. — OPERATING EXPENSES.

Number.	RAILROADS.	54 Maintenance of way and structures.	55 Maintenance of equipment.	56 Conducting transportation.	57 General expenses.	58 Total.	59 Total miles operated.	60 Per mile of road operated.	61 Per mile run.
1	Boston & New York Air Line,*								
2	Central New England,.....	\$142,238.95	\$74,440.92	\$278,980.34	\$31,590.03	\$522,250.24	198.71	\$2,666.72	.88784
3	Colchester,*								
4	Danbury & Norwalk,*								
5	East Granby & Suffield,†								
6	Hartford & Connecticut West'n,†								
7	Middletown, Meriden & Watery,*								
8	Naugatuck,*								
9	New England,*								
10	New Haven & Derby,*								
11	New Haven & Northampton,*								
12	New London Northern.....	102,186.12	36,556.73	814,010.17	\$25,305.33	978,058.35	123.00	7,919.50	1.21898
13	N. Y. New Haven & Hartford,	6,237,722.02	4,189,918.92	23,587,106.25	940,276.35	34,955,023.54	2,037.12	17,241.82	1.53159
14	Norwich & Worcester,*								
15	Ridgefield & New York,†		116.77						
16	South Manchester,.....	4,367.61		8,829.32	1,788.30	15,101.90	2.25	6,711.95	.89901
	Total,.....	\$6,586,514.70	\$4,301,033.34	\$24,683,926.08	\$998,959.91	\$36,470,434.03	2,301.08	16,295.41	1.49155

*Included in N. Y., N. H. & H. R. R. Co. †Included in C. N. E. R. R. ‡Projected road.

TABLE IX.—MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	62	63	64	65	66	67	68	69	70	71	72	73	74
		Repairs of roadway.	R'newals of rails.	R'newals of ties.	Repairs and re- newals of bridges and cul- verts.	Repairs and re- newals of fences, road cross- ings, signs, and cattle guards.	Repairs and re- newals of b'ldings and fix- tures.	Repairs and re- newals of docks and whar's.	Rep'irs and re- newals of tele- graph.	Statin- ery and print'g. expenses.	Other ex- penses.	Total.	Per mile oper- ated.	Per mile run.
1	Boston & New York Air Line,*													
2	Central New England,	\$80,005.04								\$10.59	\$392.81	\$142,238.95		
3	Colchester,*			\$22,370.39	\$20,382.94	\$5,926.62	\$12,171.37		\$1,064.19					
4	Danbury & Norwalk,*													
5	East Granby & Suffield,†													
6	Hartford & Connecticut Western,†													
7	Middletown, Meriden & Waterbury,*													
8	Naugatuck,*													
9	New England,*													
10	New Haven & Derby,*													
11	New Haven & Northampton,*													
12	New London Northern,*													
13	New York, New Haven, & Hartford,	51,839.81	\$3,735.78	21,787.60	5,557.12	6,357.72	8,106.57	\$3,943.96	624.20	156.86	86.40	102,186.12		
14	Norwich & Worcester,*	2,638,054.81	95,884.55	591,944.08	648,714.58	947,276.06	1,086,076.23	187,100.74	14,485.86	1,383.05	27,402.11	6,237,722.02		
15	Ridgfield & New York,†													
16	South Manchester,	2,501.34	778.74	552.72	196.52		248.29				90.00	4,367.61		
	Total,.....	\$2,772,401.00	100,389.07	636,063.74	674,851.16	959,560.40	1,106,602.46	191,044.70	16,174.35	1,556.50	27,871.32	6,486,514.70	2,898,240.265	

• Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Protected road.

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ Projected road.

TABLE X.—MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	75	76	77	78	79	80	81	82	83	84	85	86
		Superin- tendence.	Repairs and renewals of loco- motives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of marine equip- ment.	Repairs and renewals of shop machinery and tools.	Station- ery and printing.	Other expenses.	Total.	Per mile operated.	Per mile run.
1	Boston & N. Y. Air Line,*												
2	Central New England,.....	\$4,013.55	\$34,000.68	\$8,793.84	\$19,701.61	\$1,954.27		\$1,675.84		\$3,701.13	\$74,440.92		
3	Colchester,*												
4	Danbury & Norwalk,*												
5	East Granby & Suffield,†												
6	Hartford & Conn. Western,*												
7	Midtown, Mer. & W'bury,*												
8	Naugatuck,*												
9	New England,*												
10	New Haven & Derby,*												
11	New Haven & Northampton,*												
12	New London Northern,.....	6,335.08	9,106.74	5,344.73	12,151.06	146.59		142.24	\$311.24	2,989.05	30,556.73		
13	N. Y., N. H. & Hartford,.....	151,865.88	1,509,323.32	928,803.20	694,916.45	24,916.24	\$101,749.75	208,947.27	5,190.62	414,205.19	4,189,918.92		
14	Norwich & Worcester,*												
15	Ridgefield & New York,†												
16	South Manchester,.....		53.54	37.80							116.77		
	Total,.....	\$162,217.51	\$1,553,083.28	\$942,978.57	\$726,769.12	\$87,017.10	\$161,749.75	\$300,790.78	\$5,531.86	\$490,805.37	\$4,301,033.34	\$1,923.09	0.176

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.

Number.	RAILROADS.	87	88	89	90	91	92	93	94	95	96
		Superin- tendence.	Engine and round- house men.	Fuel for locomo- tives.	Water supply for locomo- tives.	Oils, tal- low, and waste for locomo- tives.	Other supplies for locomo- tives.	Train service.	Train supplies and expenses.	Switchmen, flagmen, and watchmen.	Telegraph expenses.
1	Boston & New York Air Line,*										
2	Central New England,.....	\$12,517.67	\$42,778.14	\$73,227.82	\$8,337.62	\$1,978.09	\$452.29	\$37,456.35	\$3,166.91	\$13,776.17	\$3,791.53
3	Colchester,*										
4	Danbury & Norwalk,*										
5	East Granby & Suffield,†										
6	Hartford & Connecticut Western,†										
7	Middletown, Meriden & Waterbury,*										
8	Nagawick,*										
9	New England,*										
10	New Haven & Derby,*										
11	New Haven & Northampton,*										
12	New London Northern,.....	13,890.16	59,977.02	229,126.17	3,819.14	3,142.24	1,068.97	51,837.35	8,901.83	22,341.83	15,783.50
13	New York, New Haven & Hartford,.....	368,622.12	2,814,018.43	5,831,265.91	230,648.58	124,214.05	62,757.94	2,613,300.08	600,671.49	1,950,655.64	387,368.20
14	Norwich & Worcester,*										
15	Ridgefield & New York,†										
16	South Manchester,....		2,973.50	2,485.06		361.89		1,772.35	70.00	1,017.00	
	Total,.....	395,020.95	2,919,747.09	6,136,102.96	237,805.64	129,699.27	64,279.20	2,704,366.13	612,810.23	1,987,790.64	406,943.23

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONTINUED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104	105	106
1	Boston & New York Air Line,*										
2	Central New England,	\$38,948.50	\$4,684.63		\$10,358.96		\$1,218.97	\$169.50	\$331.49		\$1,072.57
3	Colchester,*										
4	Danbury & Norwalk,*										
5	East Granby & Suffield,†										
6	Hartford & Conn. Western,†										
7	Middletown, Meriden & Waterbury,*										
8	Naugatuck,*										
9	New England,*										
10	New Haven & Derby,*										
11	New Haven & Northampton,*										
12	New London & Northern,	236,737.40	10,706.36		41,716.21	\$36,087.76	18,613.24	8,812.21	2,591.16		2,040.31
13	New York, New Haven & Hartford,	4,602,133.16	383,240.41		1,239,985.22		203,432.91	347,788.42	38,030.11	\$658,708.22	66,251.12
14	Norwich & Worcester,*										
15	Ridgefield & New York,†										
16	South Manchester,										
	Total,	4,877,819.06	398,681.40		1,282,000.30	36,087.76	223,285.12	356,770.13	40,942.76	658,708.22	69,364.00

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONCLUDED.

Number.	RAILROADS.	107	108	109	110	111	112	113	114
		Outside agencies.	Commissions.	Stock yards and elevators.	Rents for tracks, yards, and terminals.	Rents of buildings and other property.	Stationery and printing.	Other expenses.	Total.
1	Boston & New York Air Line,*								
2	Central New England,.....								
3	Colchester,*				\$16,966.72	\$1,163.79	\$5,445.47	\$1,137.45	\$273,980.34
4	Danbury & Norwalk,*								
5	East Granby & Sudfield,†								
6	Hartford & Connecticut Western,†								
7	Middletown, Meriden & Waterbury,*								
8	Naugatuck,*								
9	New England,*								
10	New Haven & Derby,*								
11	New Haven & Northampton,*								
12	New London, Northern,*		\$1,597.43						
13	New York, New Haven & Hartford,.....	\$14,855.87			92,766.66		7,237.01	370.34	\$14,010.17
14	Norwich & Worcester,*	30,208.57			50,324.45		212,137.79	349,278.36	23,587,106.25
15	Ridgfield & New York,†								
16	South Manchester,.....								
	Total,.....	\$45,064.44	\$1,597.43	\$60,053.68	\$388,988.11	\$74,254.00	\$294,958.79	\$350,785.85	\$24,683,936.08

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XII. — GENERAL EXPENSES.

Number.	RAILROADS.	115	116	117	118	119	120	121	122
		Salaries of general officers.	Salaries of clerks and attendants.	General office expenses and supplies.	Insurance.	Law expenses.	Stationery and printing (general offices).	Other expenses.	Total.
1	Boston & New York Air Line,*								
2	Central New England,.....				\$2,417.00	\$2,257.89	\$561.78	\$2,570.79	\$31,390.03
3	Colchester,*	\$45,458.15	\$8,323.82						
4	Danbury & Norwalk,*								
5	East Granby & Suffield,†								
6	Hartford & Connecticut Western,†								
7	Hartford, Meriden & Waterbury,*								
8	Middletown,*								
9	Naugatuck,*								
10	New England,*								
11	New England & Derby,*								
12	New Haven & Northampton,*								
13	New London Northern,.....	\$5,503.23	12,223.50	\$1,516.84	2,592.91	1,748.55	1,154.20	206.10	25,305.33
14	New York, New Haven, & Hartford,.....	170,612.36	305,618.88	49,941.92	112,356.31	145,292.68	17,587.36	198,806.94	940,276.35
15	Norwich & Worcester,*								
16	Ridgfield & New York,†								
	South Manchester,.....		1,500.00	23.86	63.08			201.26	1,788.20
	Total,.....	\$191,633.74	\$327,666.20	\$51,462.62	\$117,739.90	\$149,209.12	\$19,303.94	\$141,845.09	\$998,959.91

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XIII.—PASSENGER TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			126 Average distance carried.	127 Total passenger revenue.	128 Average amount received from each passenger.	129 Average receipts per passenger per mile.	130 Passenger earnings per mile of road.	131 Passen- ger earn- ings per train mile.
		123 Passengers carried.	124 Same per last report.	125 Passengers carried one mile.						
1	Boston & New York Air Line,*									
2	Central New England,	531,823	590,569	9,013,556	15.49	\$225,163.70	38.631	02.498	\$1,492.53	\$.75833
3	Colchester,*									
4	Danbury & Norwalk,*									
5	East Granby & Suffield,†									
6	Hartford & Connecticut Western,†									
7	Middletown, Meriden & Waterbury,*									
8	Naugatuck,*									
9	New England,*									
10	New Haven & Derby,*									
11	New Haven & Northampton,*									
12	New London Northern,	531,006	516,149	8,804,928	16.58	201,138.87	37.877	02.294	1,939.74	.77996
13	New York, New Haven & Hartford,	63,714,199	58,838,131	1,114,313,020	17.49	19,271,634.68	30.247	01.729	11,321.74	1.47321
14	Norwich & Worcester,*									
15	Ridgefield & New York,†									
16	South Manchester,	91,444	100,372	205,749	2.25	4,061.52	4.815	01.983	1,849.99	.27968
	Total,	64,918,472	60,045,321	1,132,337,253	17.44	\$19,702,008.77	30.35	01.739	\$9,948.45	\$1.44171

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XIV.—FREIGHT TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			135 Average distance haul of one ton.	136 Total freight revenue.	137 Average amount received for each ton of freight.	138 Average receipts per ton per mile.	139 Freight earnings per mile of road.	140 Freight earnings per train mile.
		132 Total tons carried.	133 Same per last report.	134 Tons carried one mile.						
1	Boston & New York Air Line.*	476,322	323,112	29,721,879	62.40	\$363,180.20	\$.76246	.01221	\$1,254.47	1.42236
2	Central New England,.....									
3	Colchester,*									
4	Danbury & Norwalk.*									
5	East Granby & Suffield,†									
6	Hartford & Connecticut Western,†									
7	Middletown, Meriden & Waterbury,*									
8	Naugatuck,*									
9	New England,*									
10	New Haven & Derby,*									
11	New Haven & Northampton,*									
12	New London, Northern,*	1,931,090	1,916,739	57,500,196	46.71	750,910.44	.60999	.01306	6,080.25	1.51632
13	New York, New Haven, & Hartford,.....	18,283,733	17,145,313	1,627,868,848	89.03	23,014,494.19	1.25874	.01414	11,801.15	3.20701
14	Norwich & Worcester,*									
15	Ridgefield & New York,†									
16	South Manchester,.....	43,814	45,348	98,581	2.25	10,788.16	.24622	.10943	4,764.74	4.05875
	Total,.....	20,034,889	18,730,512	1,715,179,504	85.61	\$24,138,372.99	\$1.20486	.01407	\$10,609.99	\$3.04963

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XV.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	COAL.		WOOD.		145	146	147
		141	142	143	144			
		Number of tons.	Average cost per ton.	Number of cords.	Average cost per cord.	Total tons fuel consumed.	Total miles run.	Average pounds consumed per mile.
1	Boston & New York Air Line,*	29,972	\$2.22	.....	.....	29,972	690,635	86.79
2	Central New England,.....	.....	.....	.....	.....	.....	.....	.....
3	Colchester,*	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,*	.....	.....	.....	.....	.....	.....	.....
5	East Granby & Suffield,†	.....	.....	.....	.....	.....	.....	.....
6	Hartford & Connecticut Western,†	.....	.....	.....	.....	.....	.....	.....
7	Middletown, Meriden & Waterbury,*	.....	.....	.....	.....	.....	.....	.....
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....
9	New England,*	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Derby,*	.....	.....	.....	.....	.....	.....	.....
11	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....
12	New London Northern,.....	60,067	3.75	72	\$1.90	60,103	1,024,486	117.34
13	New York, New Haven & Hartford,.....	1,436,727	3.81	2,330	2.03	1,437,892	30,360,222	94.72
14	Norwich & Worcester,*	.....	.....	.....	.....	.....	.....	.....
15	Ridgefield & New York,†	.....	.....	.....	.....	.....	.....	.....
16	South Manchester,.....	306	8.46	.....	.....	306	16,798	.40
	Total,.....	1,527,072	\$3.78	2,402	\$2.02	1,528,273	32,092,091	95.17

† Projected road.

† Included in C. N. E. R. R. Co.

* Included in N. Y., N. H. & H. R. R. Co.

TABLE XVI.—MILEAGE AND EMPLOYEES.

Number.	RAILROADS.	148 Passenger trains earning revenue.	149 Freight trains earning revenue.	150 Other trains.	151 Total.	152 Total per last report.	153 Employees, including officers.	154 Same per last report.
1	Boston & New York Air Line,*							
2	Central New England Ry.,							
3	Colchester,*	332,892	202,703	155,040	690,635	644,288	659	547
4	Danbury & Norwalk,*							
5	East Granby & Suffield,†							
6	Hartford & Connecticut Western,†							
7	Middletown, Meriden & Waterbury,*							
8	Naugatuck,*							
9	New England,*							
10	New Haven & Derby,*							
11	New Haven & Northampton,*							
12	New London Northern,					1,013,107	758	746
13	New York, New Haven & Hartford,	15,362,062	7,231,806	7,163,846	29,757,714	27,735,211	31,028	28,691
14	Norwich & Worcester,*							
15	Ridgefield & New York,†							
16	South Manchester,	14,140	1,915	743	16,798	15,915	17	17
	Total,	15,709,094	7,436,424	7,319,639	30,465,147	29,408,521	32,462	30,001

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XVII. — EQUIPMENT.

Number.	RAILROADS.	LOCOMOTIVES.		CARS.				CARS WITH TRAIN BRAKE.		CARS WITH AUTOMATIC COUPLERS.	
		155 Num- ber.	156 With train brake.	157 Passenger service.	158 Freight and other.	159 Total.	160 Total per last report.	161 In pas- senger service.	162 In freight service.	163 In pas- senger ser- vice.	164 In freight service.
1	Boston & New York Air Line, *										
2	Central New England,	30	30				416	34	326	34	327
3	Colchester, *										
4	Danbury & Norwalk, *										
5	East Granby & Suffield, †										
6	Hartford & Connecticut Western, †										
7	Middletown, Meriden & Waterbury, *										
8	Naugatuck, *										
9	New England, *										
10	New Haven & Derby, *										
11	New Haven & Northampton, *										
12	New London & Northern,	14	14				256	21	10	21	173
13	New York, New Haven & Hartford, ..	983	983	21	220	241	15,402	1,922	13,339	1,894	13,768
14	Norwich & Worcester, *			1,922	14,355	16,277					
15	Ridgely & New York, †										
16	South Manchester,	2	2	4		4	4	4		4	
	Total,	1,029	1,029	1,981	14,935	16,916	16,078	1,981	13,675	1,953	14,268

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XVIII.

Number.	RAILROADS.	STATIONS.			RAILS.		170 New ties laid during the year.	HIGHWAY GRADE CROSSINGS IN CON- NECTICUT.	
		165 On main line and branches.	166 In Conn.	167 Averagenum- ber of miles for each station in Conn.	168 Miles of Steel.	169 Miles of Iron.		171 At grade.	172 At grade per last report.
1	Boston & New York Air Line,.....	16	16	3.26	70.12	4.00	50	45	45
2	Central New England,.....	71	30	2.24	246.82	.....	61,303	*	*
3	Colchester,.....	1	1	3.59	3.93	.69	.....	2	2
4	Danbury & Norwalk,.....	17	17	2.13	54.00	3.26	.....	73	73
5	East Granby & Suffield,.....	.....	.....	.....	.....	.....	.....	*	*
6	Hartford & Connecticut Western,.....	.....	.....	.....	.....	.....	.....	69	69
7	Middletown, Meriden & Waterbury,.....	12	12	2.17	37.50	.....	.....	13	13
8	Naugatuck,.....	24	24	2.54	90.69	2.55	.....	52	52
9	New England,.....	172	68	2.92	652.79	24.55	.....	214	214
10	New Haven & Derby,.....	6	6	2.78	26.01	.33	.....	13	13
11	New Haven & Northampton,.....	41	18	3.63	189.41	16.05	.....	79	79
12	New London Northern,.....	43	25	2.24	121.00	39.02	54,469	43	43
13	New York, New Haven & Hartford,.....	206	140	2.62	2571.15	173.15	1,383,321	340	337
14	Norwich & Worcester,.....	26	18	3.00	98.83	8.52	.....	38	38
15	Ridgefield & New York,†.....	1	1	2.25	3.85	1.08	1,316	3	3
16	South Manchester,.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	.....	.....	.....	4166.10	272.20	1,500,409	984	981

* See Hartford & Connecticut Western.

† Included in Central New England.

† Projected road.

† Mileage of all states.

§ Included in N. Y., N. H. & R. R. Co.

TABLE XIX.—GENERAL PERCENTAGE.

Number.	RAILROADS.	173 Gross earnings to capital and debt.	174 Net earnings to capital and debt.	175 Net earnings to permanent investments.	176 Net earnings to gross earnings.	177 Operating expense to gross earnings.	178 Passenger revenue to gross earnings.	179 Freight revenue to gross earnings.
1	Boston & New York Air Line,*							
2	Central New England,.....	4.55	.968	.097	21.24	78.76	33.96	54.77
3	Colchester,*							
4	Danbury & Norwalk,*							
5	East Granby & Suffield,†							
6	Hartford & Connecticut Western,†							
7	Middletown, Meriden & Waterbury,*							
8	Naugatuck,*							
9	New England,*							
10	New Haven & Derby,*							
11	New Haven & Northampton,*							
12	New London Northern,.....	33.61	2.99	2.61	8.92	96.00	19.82	74.01
13	New York, New Haven & Hartford,...	57.54	15.01	14.35	26.09	73.91	40.75	48.64
14	Norwich & Worcester,*							
15	Ridgefield & New York,†							
16	South Manchester,.....	24.39			Deficit.		27.29	72.16
	Total,.....	29.65	7.60	12.08	25.66	74.45	40.22	49.27

*Included in N. Y., N. H. & H. R. R. Co.

† See C. N. E. R. R. Co.

‡ Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line,.....	\$3,904,695.88	\$3,907,968.38	\$3,907,968.38	\$3,907,968.38	\$3,907,968.38
2	Central New England,.....	6,600,000.00	6,600,000.00	6,600,000.00	6,600,000.00	6,600,000.00
3	Colchester,.....	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
4	Danbury & Norwalk,.....	600,000.00	600,000.00	600,000.00	600,000.00	600,000.00
5	East Granby & Suffield,.....	.....	.....	.....	.....	100,000.00
6	Hartford & Connecticut Western,.....	2,708,000.00	2,709,500.00	2,709,800.00	2,712,800.00	2,712,800.00
7	Middletown, Meriden & Waterbury,.....	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00
8	Naugatuck,.....	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
9	New England,.....	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
10	New Haven & Derby,.....	447,000.00	447,000.00	447,000.00	447,000.00	447,000.00
11	New Haven & Northampton,.....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
12	New London Northern,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
13	New York, New Haven & Hartford,.....	54,641,400.00	54,685,400.00	54,685,400.00	54,685,400.00	70,897,300.00
14	Norwich & Worcester,.....	2,775,800.00	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00
15	Ridgefield & New York,*	261,800.00	261,800.00	261,800.00	261,800.00	261,800.00
16	South Manchester,.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
Total,.....		\$103,063,695.88	\$103,343,268.38	\$103,343,568.38	\$103,346,568.38	\$119,658,468.38

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line,	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00
2	Central New England,	7,900,000.00	7,900,000.00	7,900,000.00	7,900,000.00	7,900,000.00
3	Colchester,	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
4	Danbury & Norwalk,	650,000.00	650,000.00	650,000.00	650,000.00	650,000.00
5	Hartford & Connecticut Western, ..	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
6	Naugatuck,	150,000.00	150,000.00	150,000.00	150,000.00	424,000.00
7	New England,	16,500,000.00	16,500,000.00	16,500,000.00	16,500,000.00	16,500,000.00
8	New Haven & Derby,	1,280,000.00	1,280,000.00	1,280,000.00	1,280,000.00	1,280,000.00
9	New Haven & Northampton,	2,600,000.00	2,600,000.00	2,600,000.00	2,600,000.00	2,600,000.00
10	New London Northern,	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
11	New York, New Haven & Hartford, ..	6,439,000.00	6,439,000.00	6,139,000.00	6,139,000.00	4,364,000.00
12	Norwich & Worcester,	955,000.00	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00
13	Ridgefield & New York, .....	.....	.....	.....	.....	.....
14	Shore Line, .....	.....	.....	.....	.....	.....
	Total,	\$39,199,000.00	\$39,444,000.00	\$39,144,000.00	\$39,144,000.00	\$37,643,000.00

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FLOATING DEBT.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line, .....	.....	.....	.....	.....	.....
2	Central New England,	\$111,327.02	\$87,356.48	\$88,492.99	\$463.28	\$10,908.23
3	Danbury & Norwalk, .....	.....	.....	.....	78,687.35	55,437.32
4	Hartford & Connecticut Western, ..	92,944.55	402,923.89	404,223.89	.....	.....
5	Naugatuck, .....	.....	.....	.....	406,440.89	437,133.35
6	New England,	45,182.22	36,882.22	36,612.22	36,157.22	332,660.75
7	New Haven & Northampton, .....	.....	.....	551.29	762.04	36,087.22
8	New London Northern,	32,395.59	33,167.09	32,790.59	23,064.09	238.04
9	New York, New Haven & Hartford, ..	6,945,245.71	7,761,283.76	6,622,818.03	6,007,865.47	17,992.51
10	Norwich & Worcester,	757,750.95	67,329.71	70,812.09	63,585.00	6,939,638.11
11	South Manchester,	17,177.32	20,906.39	21,333.37	20,568.96	64,164.00
	Total,	\$8,002,023.36	\$8,409,849.54	\$7,277,634.47	\$6,637,594.30	21,299.33
						\$7,915,548.86

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PERMANENT INVESTMENTS.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line,.....	\$4,651,226.77	\$4,655,684.27	\$4,659,854.27	\$4,663,263.40	\$4,663,263.40
2	Central New England,.....	14,126,591.58	14,129,449.63	13,692,881.71	14,496,994.55	14,501,585.28
3	Colchester,.....	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
4	Danbury & Norwalk,.....	1,399,242.72	1,399,242.72	1,399,242.72	1,399,242.72	1,399,242.72
5	East Granby & Suffield,.....					
6	Hartford & Connecticut Western,.....	3,401,618.08	3,684,813.28	3,684,815.28	3,686,922.28	3,686,922.28
7	Housatonic,.....					
8	Middletown, Meriden & Waterbury,.....	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00
9	Naugatuck,.....	2,321,784.02	2,321,784.02	2,321,784.02	2,321,784.02	2,321,784.02
10	New England,.....	28,732,849.95	28,798,192.15	28,798,192.15	28,798,192.15	28,798,192.15
11	New Haven & Derby,.....	1,760,066.72	1,760,066.72	1,760,066.72	1,760,066.72	1,760,066.72
12	New Haven & Northampton,.....	6,608,017.24	6,606,027.24	6,607,505.99	6,609,629.74	6,612,354.74
13	New London Northern,.....	3,457,491.05	3,478,340.45	3,478,355.45	3,488,049.91	3,488,049.91
14	New York, New Haven & Hartford,.....	83,993,431.33	82,987,626.21	83,319,032.60	83,459,025.99	85,966,630.19
15	Norwich & Worcester,.....	4,599,394.04	4,661,434.91	4,665,005.29	4,662,514.18	4,663,567.18
16	Phila., Reading & New England,.....					
17	Ridgefield & New York, *.....	230,860.16	230,860.16	230,860.16	230,860.16	230,860.16
18	Shepaug, Litchfield & Northern,.....					
19	Shore Line,.....					
20	South Manchester,.....	113,726.54	120,203.47	119,352.42	121,319.83	122,170.88
	Total,.....	\$155,441,300.20	\$154,983,725.23	\$154,886,948.78	\$155,827,865.65	\$159,082,519.44

* See C. N. E. Ry. Co.

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL GROSS EARNINGS.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line,*	* \$303,794.81	* \$704,093.72	* \$711,758.86	* \$593,965.43	* \$663,103.06
2	Central New England,.....	†	*	*	*	*
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Housatonic,*	*	*	*	*	*
6	Middletown, Meriden & Waterbury,	*	*	*	*	*
7	Naugatuck,*	*	*	*	*	*
8	New England,	*	*	*	*	*
9	New Haven & Derby,*	*	*	*	*	*
10	New Haven & Northampton,*	*	*	*	*	*
11	New London Northern,.....	829,470.23	979,515.49	902,087.45	992,546.67	1,014,554.52
12	New York, New Haven & Hartford,	37,143,917.07	40,325,151.88	40,132,311.37	43,521,087.11	47,296,077.51
13	Norwich & Worcester,§	*	*	*	*	*
14	Phila., Reading & New England,	† 373,411.75	†	†	†	†
15	Ridgefield & New York,	†	†	†	†	†
16	Shepaug, Litchfield & Northern,	*	*	*	*	*
17	Shore Line,*	*	*	*	*	*
18	South Manchester,.....	13,138.41	16,190.27	15,748.58	18,049.49	14,950.63
	Total,.....	\$38,663,732.27	\$42,024,951.36	\$41,761,906.26	\$45,125,648.70	\$48,988,685.72

* Included in N. Y., N. H. & H. R. R. Co.

§ Included in N. E. R. R. Co.

† Projected road.

† From June 30, 1898, to January 22, 1899.

+ From January 22, 1899, to June 30, 1899.

†† Included in C. N. E. Ry.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England,	†\$216,945.65	\$557,976.15	\$535,103.34	\$436,249.45	\$522,250.24
3	Colchester, *	*	*	*	*	*
4	Daubury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury, ..	*	*	*	*	*
7	Naugatuck, *	*	*	*	*	*
8	New England,	*	*	*	*	*
9	New Haven & Derby, *	*	*	*	*	*
10	New Haven & Northampton,	*	*	*	*	*
11	New London Northern,	603,165.46	732,175.09	795,096.66	902,046.93	978,058.35
12	New York, New Haven & Hartford, ..	25,581,256.29	28,224,839.84	28,048,478.90	31,273,873.61	34,955,023.54
13	Norwich & Worcester,	*	*	*	*	*
14	Phila., Reading & New England,	†\$254,994.64	††	††	††	††
15	Ridgefield & New York,	*	*	*	*	*
16	Shepaug, Litchfield & Northern,	*	*	*	*	*
17	Shore Line, *	*	*	*	*	*
18	South Manchester,	12,753.61	12,494.31	14,496.75	15,333.36	15,101.90
Total,		\$26,669,115.65	\$29,517,485.39	\$29,393,175.65	\$32,627,503.35	\$36,470,434.03

* Included in N. Y., N. H. & H. R. R. Co.

† Included in N. E. R. R. Co.

‡ Projected road.

†† From June 30, 1898, to January 22, 1899.

† From January 22, 1899, to June 30, 1899.

†† Included in C. N. E. Ry.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM PASSENGERS.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England,	†\$72,334.66	\$194,468.24	\$205,969.00	\$208,136.51	\$225,163.70
3	Colchester, *	*	*	*	*	*
4	Danbury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury, ..	*	*	*	*	*
7	Naugatuck, *	*	*	*	*	*
8	New England,	*	*	*	*	*
9	New Haven & Derby, *	*	*	*	*	*
10	New Haven & Northampton, *	*	*	*	*	*
11	New London Northern,	211,444.94	205,460.20	195,255.13	196,258.79	201,128.87
12	New York, New Haven & Hartford, ..	15,505,050.32	16,754,561.60	16,736,761.78	17,866,424.51	19,271,634.68
13	Norwich & Worcester,	*	*	*	*	*
14	Phila., Reading & New England, .....	||103,957.57	††	††	††	††
15	Ridgefield & New York, ¶	¶	¶	¶	¶	¶
16	Shepaug, Litchfield & Northern,	*	*	*	*	*
17	Shore Line, *	*	*	*	*	*
18	South Manchester,	4,136.28	4,171.92	4,227.67	4,364.01	4,081.52
Total,		\$15,896,923.77	\$17,158,661.96	\$17,142,213.58	\$18,275,183.82	\$19,702,008.77

* Included in N. Y., N. H. & H. R. R. Co.

‡ Projected road.

¶ From June 30, 1898, to January 22, 1899.

† From January 22, 1899, to June 30, 1899.

†† Included in C. N. E. R. Y.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM FREIGHT.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,.....	\$207,692.76	\$448,227.26	\$439,776.65	\$315,559.61	\$363,180.20
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Housatonic,*	*	*	*	*	*
6	Middletown, Meriden & Waterbury,	*	*	*	*	*
7	Naugatuck,*	*	*	*	*	*
8	New England,.....	*	*	*	*	*
9	New Haven & Derby,*	*	*	*	*	*
10	New Haven & Northampton,*	*	*	*	*	*
11	New London Northern,.....	537,564.59	718,888.10	653,539.06	741,493.16	750,910.44
12	New York, New Haven & Hartford,	17,739,008.10	19,450,996.90	19,117,043.46	21,018,284.05	23,014,494.19
13	Norwich & Worcester,	*	*	*	*	*
14	Phila., Reading & New England,.....	\$236,061.67	*	*	*	*
15	Ridgefield & New York,||	||	||	||	||	||
16	Shepaug, Litchfield & Northern,.....	*	*	*	*	*
17	Shore Line,*	*	*	*	*	*
18	South Manchester,.....	8,914.68	11,938.77	11,440.79	13,607.58	10,788.16
	Total,.....	\$18,729,241.80	\$20,630,051.03	\$20,221,799.96	\$22,088,944.40	\$24,139,372.99

|| Projected road.

* Included in N. Y., N. H. & H. R. R. Co.

§ From June 30, 1898, to January 22, 1899.

† From January 22, 1899, to June 30, 1899.

‡ Included in C. N. E. Ry.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,.....	†219,851	568,254	587,684	590,569	581,823
3	Colechester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Housatonic,*	*	*	*	*	*
6	Middletown, Meriden & Waterbury	*	*	*	*	*
7	Naugatuck,*	*	*	*	*	*
8	New England,.....	*	*	*	*	*
9	New Haven & Derby,*	*	*	*	*	*
10	New Haven & Northampton,*	*	*	*	*	*
11	New London Northern,.....	613,286	592,148	503,932	516,149	531,006
12	New York, New Haven & Hartford.	49,035,411	52,096,916	53,051,460	58,838,131	63,714,199
13	Norwich & Worcester	*	*	*	*	*
14	Phila., Reading & New England, ..	§305,839	¶	¶	¶	¶
15	Ridgefield & New York,||	||	||	||	||	||
16	Shepaug, Litchfield & Northern,	*	*	*	*	*
17	Shore Line,*	*	*	*	*	*
18	South Manchester,.....	95,081	95,099	92,631	100,372	91,444
	Total,.....	750,269,468	53,352,417	54,235,707	60,045,221	64,918,473

* Included in N. Y., N. H. & H. R. R. Co.

† Included in N. E. R. R. Co.

|| Projected road.

§ From June 30, 1898, to January 22, 1899.

¶ Included in C. N. E. Ry.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England,	† 350,516	625,238	691,714	923,112	476,322
3	Colchester, *	*	*	*	*	*
4	Danbury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury,	*	*	*	*	*
7	Naugatuck, *	*	*	*	*	*
8	New England,	*	*	*	*	*
9	New Haven & Derby, *	*	*	*	*	*
10	New Haven & Northampton, *	*	*	*	*	*
11	New London & Northampton,	749,403	1,015,947	1,082,057	1,216,739	1,231,020
12	New York, New Haven & Hartford,	14,375,823	15,708,266	15,436,455	17,145,313	18,283,783
13	Norwich & Worcester,	*	*	*	*	*
14	Phila., Reading & New England,	† 385,151	†	†	†	†
15	Ridgefield & New York, .....	||	||	||	||	||
16	Shepaug, Litchfield & Northern,	*	*	*	*	*
17	Shore Line, *	*	*	*	*	*
18	South Manchester,	30,749	44,008	41,767	45,348	43,814
	Total,	15,891,642	17,393,459	17,151,993	18,730,512	20,034,889

* Included in N. Y., N. H. & H. R. R. Co.

† From June 30, 1898, to January 22, 1899.

† Included in N. E. R. R. Co.

†† Included in C. N. E. Ry.

|| Projected road.

† From January 22, 1899, to June 30, 1899.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line,.....	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00
2	Central New England,.....					
3	Colchester,.....					
4	Danbury & Norwalk,.....	20,000.00	30,000.00	30,000.00	30,000.00	30,000.00
5	Hartford & Connecticut Western,...	26,358.00	26,358.00	26,394.00	26,394.00	26,454.00
6	Housatonic,.....					
7	Middletown, Meriden & Waterbury,...		1,170.00	1,000.00	1,000.00	1,000.00
8	Naugatuck,.....	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
9	New England,.....	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00
10	New Haven & Derby,.....	17,880.00	17,880.00	17,880.00	17,880.00	17,880.00
11	New Haven & Northampton,.....	98,400.00	98,400.00	98,400.00	98,400.00	98,400.00
12	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
13	New York, New Haven & Hartford,...	4,158,688.00	4,231,278.00	4,294,738.00	4,296,568.00	4,618,438.00
14	Norwich & Worcester,.....					
15	Ridgefield & New York,||	221,536.00	230,646.00	240,000.00	240,000.00	240,000.00
16	Shore Line,.....					
17	South Manchester,.....					
	Total,.....	\$5,157,802.00	\$5,240,672.00	\$5,313,352.00	\$5,315,182.00	\$5,637,112.00

|| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1899.	1900.	1901.	1902.	1903.
1	Boston & New York Air Line,.....	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00
2	Central New England, .....	.....	16,250.00	32,500.00	32,500.00	32,500.00
3	Colchester,	1,750.00	1,750.00	1,750.00	1,750.00	1,750.00
4	Danbury & Norwalk,	33,500.00	33,500.00	33,500.00	33,500.00	33,500.00
5	Hartford & Connecticut Western,.....	35,000.00	35,000.00	35,000.00	35,000.00	35,000.00
6	Housatonic, .....	.....	.....	.....	.....	.....
7	Middletown, Meriden & Waterbury, .....	.....	.....	.....	.....	.....
8	Naugatuck,	6,000.00	6,000.00	6,000.00	6,000.00	7,925.00
9	New England,	970,000.00	970,000.00	970,000.00	970,000.00	970,000.00
10	New Haven & Derby,	73,300.00	73,300.00	28,750.00	28,750.00	28,750.00
11	New Haven & Northampton,	187,500.00	142,000.00	142,000.00	142,000.00	142,000.00
12	New London & Northern,	68,120.00	68,120.00	68,120.00	68,120.00	68,120.00
13	New York, New Haven & Hartford,	324,230.55	286,950.00	286,950.00	274,950.00	274,950.00
14	Norwich & Worcester,	38,200.00	38,226.12	48,000.00	48,000.00	48,000.00
15	Ridgefield & New York, .....	||	||	||	||	||
16	Shore Line, .....	.....	.....	.....	.....	.....
17	South Manchester, .....	.....	.....	.....	.....	.....
	Total,	\$1,762,600.55	\$1,696,696.12	\$1,674,570.00	\$1,665,570.00	\$1,667,495.00

|| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	ACCIDENTS TO PASSENGERS IN CONNECTICUT.							
		1899.		1900.		1901.		1902.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Boston & New York Air Line, *	*	.....	*	.....	*	.....	*	.....
2	Central New England, .....	.....	.....	.....	.....	.....	.....	.....	.....
3	Colchester, *	*	.....	*	.....	.....	.....	.....	.....
4	Danbury & Norwalk, *	*	.....	*	.....	*	.....	*	.....
5	Hartford & Connecticut Western, †	†	.....	†	.....	†	.....	†	.....
6	Housatonic, *	*	.....	*	.....	*	.....	*	.....
7	Middletown, Meriden & Waterbury	*	.....	*	.....	*	.....	*	.....
8	Naugatuck, *	*	.....	*	.....	*	.....	*	.....
9	New England, .....	.....	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Derby, *	*	.....	*	.....	*	.....	*	.....
11	New Haven & Northampton, *	*	.....	*	.....	*	.....	*	.....
12	New London Northern, .....	.....	.....	.....	.....	.....	.....	.....	.....
13	New York, New Haven & Hartford, .....	.....	.....	.....	.....	.....	.....	.....	.....
14	Norwich & Worcester, .....	.....	.....	.....	.....	.....	.....	.....	.....
15	Philadelphia, Reading & New England,	.....	.....	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York, †	†	.....	†	.....	.....	.....	.....	.....
17	Shepaug, Litchfield & Northern, *	*	.....	*	.....	*	.....	*	.....
18	South Manchester, .....	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	8	1	20	10	1	32	4	50

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Included in New England R. R. Co.

§ Projected road.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1902.	1903.	INCREASE.	DECREASE.
Capital stock issued,	\$103,346,568.88	\$119,653,468.38	\$16,311,900.00	.....
Capital stock in Connecticut,	48,699,000.00	53,739,900.00	5,040,900.00	.....
Funded debt,	39,144,000.00	37,643,000.00	.....	\$1,501,000.00
Current liabilities,	6,637,594.30	7,915,548.86	1,277,954.56	.....
Total stock and debt,	149,125,162.63	165,217,017.24	16,083,854.56	.....
Permanent investments,	155,827,865.65	159,082,519.44	3,254,653.79	.....
Gross earnings,	45,125,643.70	48,988,685.72	3,863,032.02	.....
Operating expenses,	32,627,503.35	36,470,434.03	3,842,930.68	.....
Net earnings,	12,498,145.35	12,518,402.96	20,257.61	.....
Paid for taxes,	2,480,526.12	2,455,604.57	.....	24,921.55
Paid for interest,	1,665,570.00	1,687,495.00	1,925.00	.....
Paid for dividends,	5,315,182.00	5,637,112.00	321,930.00	.....
Income from passengers,	18,275,183.82	19,702,008.77	1,426,824.95	.....
Income from freight,	22,088,944.40	24,139,372.99	2,050,428.59	.....
Paid for maintenance of way and structure,	6,376,651.87	6,486,514.70	109,862.83	.....
Paid for maintenance of equipment,	5,522,180.74	4,301,033.34	.....	1,221,097.40
	Miles.	Miles.	Miles.	Miles.
Total length of main line and branches,	2,311.08	2,328.50	17.42	.....
Total of same in Connecticut,	1,013.35	1,027.13	13.78	.....
Total length of sidings,	1,274.39	1,297.41	23.02	.....
Total of same in Connecticut,	489.99	501.20	11.30	.....
Total second, third, and fourth tracks,	812.39	812.39	.....	.....
Total of same in Connecticut,	333.43	333.43	.....	.....
Run by passenger trains,	15,325,710	15,709,094	383,384	.....
Run by freight trains,	7,036,885	7,436,424	399,539	.....
Other trains,	7,045,926	7,319,629	273,703	.....
Total run by all trains,	29,408,521	30,465,147	1,056,626	.....
Passengers carried 1 mile,	1,042,017,563	1,132,337,253	90,319,690	.....
Freight carried 1 mile,	1,522,477,904	1,715,179,504	192,701,600	.....
Number of passengers carried,	60,045,221	64,918,472	4,873,251	.....
Number of tons of freight carried,	18,730,512	20,034,889	1,304,377	.....
Highway grade crossings in Connecticut,	981	984	3	.....
Number of men employed,	30,001	32,462	2,461	.....
Number of engines,	993	1,029	36	.....
Number of cars,	16,078	16,916	838	.....
Passengers injured—fatal,	1	4	3	.....
Passengers injured—not fatal,	32	50	18	.....
Employees injured—fatal,	35	44	9	.....
Employees injured—not fatal,	207	137	.....	70
Trespassers injured—fatal,	81	87	6	.....
Trespassers injured—not fatal,	45	52	7	.....
Others injured—fatal,	8	14	6	.....
Others injured—not fatal,	12	17	5	.....
Injured at grade crossings—fatal,	10	9	.....	1
Injured at grade crossings—not fatal,	14	14	.....	.....

STREET RAILWAY TABLES.

TABLE No. 1.

Number.	STREET RAILWAYS.	From —	To —	Length of main tracks.	Length of sidings and turnouts.	Total computed as single tracks.	Motive power.	Capital authorized by charter.	Stock issued.	Bonds issued.
1	Branford Lighting & Water Co.,	East Haven	Branford.	6.921	.899	7.820	Elect'y.	\$500,000.00	\$300,000.00	* \$235,000.00
2	Bristol & Plainville Tram'w'y Co.,	Bristol	Plainville.	7.337	.587	7.924	"	1,000,000.00	100,000.00	190,500.00
3	Cheshire Street Railway Co.,	Mt. Carmel	Cheshire.	6.532	.512	7.044	"	50,000.00	50,000.00	.....
4	Conn. Railway & Lighting Co.,	Bridgeport	New Britain, Waterbury, Derby, Milford, Shelton, Sangeruelk, Norwalk, and South Norwalk.	151.720	7.550	159.280	"	15,000,000.00	15,000,000.00	9,483,000.00
5	Danbury & Bethel Street R'y Co.,	Danbury	Bethel.	10.637	1.096	11.733	"	323,000.00	323,000.00	200,000.00
6	Danlison & Norwich St. R'y Co.,	Danlison	Wauguan.	.....	.414	10.245	"	50,000.00	50,000.00	.....
7	E. Hfd. & Glas'y St. R'y Co.,	East Hartford	Burnside, Glastonbury.	9.831	.....	.....	"	.....	.....	.....
8	Fair Haven & Westville R.R. Co.,	New Haven	Westv., M'towe, E. Hav., F. Hav., Mt. Carmel.	68.987	2.753	71.740	"	5,000,000.00	43,623,300.00	1,133,000.00
9	Farmington Street R'y Co.,	West Hartford	Unionville.	9.700	1.100	10.800	"	189,000.00	189,000.00	.....
10	Greenwich Tramway Co.,	Sound Beach	E. Portchester.	8.317	.322	8.639	"	600,000.00	300,000.00	284,000.00
11	Hfd., Man. & Rock'y Tram. Co.,	Burnside	Manchester, Rockville.	16.897	.440	17.337	"	500,000.00	300,000.00	200,000.00
12	Hartford & Springfield St. R'y Co.,	E. Windsor Hill	Mass. State Line.	13.000	2.310	15.310	"	500,000.00	400,000.00	455,000.00
13	Hartford Street Railway Co.,	Hartford	Wethers'f'd. W. Hfd., Rainb., Elmwood, E. Windsor Hill, E. Hfd., Newington.	75.847	2.757	78.604	"	2,000,000.00	1,000,000.00	2,615,000.00
14	Manufacturers' Railroad Co., ²	New Haven	Wallingford.	1.500	.....	1.500	"	20,000.00	20,000.00	.....
15	Meriden Electric Railroad Co.,	Meriden	Plainville and Lake Compounce.	20.300	1.400	21.700	"	1,000,000.00	1,000,000.00	500,000.00
16	Mer. Southampton & Conn. T'y Co.,	Meriden	Portland.	11.642	.693	12.335	"	500,000.00	200,000.00	175,000.00
17	Middletown Street Railway Co.,	Middletown	New London.	10.673	1.203	11.876	"	200,000.00	135,000.00	175,000.00
18	Montville Street R'y Co.,	Norwich	.....	10.463	.304	10.667	"	300,000.00	250,000.00	250,000.00
19	Newington Tramway Co., ³	New London	.....	7.581	.492	8.073	"	500,000.00	250,000.00	140,000.00
20	New London Street Railway Co.,	Norwich	Baltic, Yantic, T'sville, Laurel Hill.	17.004	.650	17.654	"	600,000.00	350,000.00	350,000.00
21	Norwich Street Railway Co.,	Norwich	Danlison.	7	7	17.654	"	400,000.00	400,000.00	600,000.00
22	Norpe's Tramway Co.,	Providence, R. I.	East Killingly, Conn.,	26.090	1.024	27.114	"	800,000.00	800,000.00	600,000.00
23	Prov. & Danlison R'y Co.,	Manchester	So. Manchester.	.735	.....	.735	"	100,000.00	10,000.00	.....
24	So. Man. L't. Power & Tram. Co., ⁴	Thompsonville	Somers.	7.800	.087	7.887	"	200,000.00	125,000.00	.....
25	Somers & Enfield Electric R'y Co.,	Stamford	Glenbrook, Sound Beach.	15.077	.238	15.315	"	200,000.00	92,240.00	75,000.00
26	Stamford Street Railway Co.,	Stamford	Mass. State Line.	4.705	.208	4.914	"	300,000.00	200,000.00	150,000.00
27	Tafford Street Railway Co.,	Torrington	Winsted.	12.559	.471	13.030	"	1,000,000.00	200,000.00	30,000.00
28	The West Shore Railway St. R'y Co.,	Savin Rock	Woodmont.	7.424	.048	7.472	"	300,000.00	200,000.00	30,000.00
29	Willimantic Traction Co., ⁵	New Haven	West Haven.	20.807	1.880	22.687	"	1,000,000.00	800,000.00	500,000.00
30	Willimantic Traction Co., ⁶	Mass. State Line	Central Village, Moosup, Elmville.	.....	.....	.....	"	500,000.00	500,000.00	1,992,000.00
31	Winchester Avenue R. Co., ⁶	Worcester, Mass.	East Killingly.	51.114	1.804	52.918	"	.....	.....	.....
32	Worcester & Conn. East'n R'y Co.,	Worcester, Mass.	E. Webster, Mass.	.....	.....	.....	"	.....	.....	.....
		Webster.	Mass. State Line.	.....	.....	.....	"	.....	.....	.....
		Webster.	No. Webster.	.....	.....	.....	"	.....	.....	.....
		Webster.	Beacon Park.	.....	.....	.....	"	.....	.....	.....
	Total,	.....	.....	\$ 611.261	31.122	642.383	.....	\$33,482,000.00	\$26,653,548.00	\$20,033,500.00

* \$150,000.00 of total of \$335,000.00 devoted to railway.
 † \$1,774 shares of stock of the par value of \$704,350.00 have also been issued in exchange for a like number of shares of the Winchester Ave. R. R. Co.
² Length of main tracks in Connecticut 566.577.

TABLE No. 1. — EXPLANATIONS.

¹ Operated by Hartford Street Railway Co. ² Business of this company consists of moving freight cars of steam railroads in New Haven to and from manufacturing concerns. ³ Operated by Hartford Street Railway Company and Connecticut Railway and Lighting Company. ⁴ Operated by Hartford, Manchester & Rockville Tramway Company. ⁵ Operated by Fair Haven & Westville Railroad Company. ⁶ Operated by Fair Haven & Westville Railroad Company. ⁷ Mileage included in that shown by Worcester & Connecticut Eastern Railway Company. ⁸ The amount of "capital authorized by charter" and "stock issued" shown for the Danielson & Norwich Street Railway and People's Tramway Company, viz.: \$50,000.00 and \$400,000.00 respectively, is not included in the total footing for the reason that \$450,000.00 of the capital stock of the Worcester & Connecticut Eastern Railway Co. was issued to acquire these two roads.

INCREASE IN MAIN TRACK MILEAGE.

Branford Lighting & Water Company,	1.770
Cheshire Street Railway Company (new),	6.532
East Hartford & Glastonbury Street Railway Company, . . . . .	.076
Fair Haven & Westville Railroad Company, . . . . .	.512
Greenwich Tramway Company,	2.749
Hartford Street Railway Company, . . . . .	.766
Manufacturers Railroad Company, . . . . .	.136
Meriden Electric Railroad Company,	2.200
Middletown Street Railway Company,	1.623
Providence & Danielson Railway Company (new),*	26.090
Somers & Enfield Electric Railway Company (new),	7.800
Stamford Street Railroad Company,	2.587
West Shore Railway Company,	3.054
Worcester Avenue Railroad Company,	2.737
Worcester & Connecticut Eastern Railway Company (new),*	35.175†
Total	93.807

*The Providence & Danielson Railway Company, while showing a total of 26,090 miles, operates but 1,980 main track in Connecticut, the balance being in R. I., and the Worcester & Conn. Eastern with a total mileage of 51,114 operates but 30,540 miles in Connecticut, the balance being in Massachusetts.

†The Worcester & Conn. Eastern Railway Company, while showing length of main tracks as 51,114, has an actual increase in mileage of 35,175. This road has absorbed the Danielson & Norwich and the People's Tramway Co. and last year the latter company reported mileage of 15,939, which, deducted from 51,114, makes the increase as indicated above.

Increase in Mileage of sidings 5,080.

TABLE No. 2.

STREET RAILWAYS.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
1 Branford Lig. & Wat. Co.,		\$44,757.03	\$375,088.33		\$54,195.68	\$54,195.68	\$5,143.53	\$5,143.53	\$303	\$1,897.75	\$0.075	\$22,464.04
2 Bristol & Plain. Tram. Co.,		36,691.24	261,083.95		40,287.48	35,156.02	41,830.34	35,195.39	202	4,797.74	.170	6,639.76
3 Chesire St. Railway Co.,							3,864.95	591.69	.091	5,466.60	.084	294.57
4 Conn. Ry. & Lig. Co.,			24,706,007.81		109,839.49		1,048,258.77	7,005.96	.203	5,526.22	.158	229,163.18
5 Dan. & Bethel St. Ry. Co.,		161,277.05	423,880.40		51,775.06	39,849.51	80,304.66	7,005.96	.222	5,741.56	.169	19,831.68
6 Dan. & N. H. St. Ry. Co.,		46,748.49	Contract.		11,130.89		1,562.50	347.84	.204	148.41	.087	805.84
7 E. H. & Glas. St. Ry. Co.,		11,260.84										
8 Fair Hav. & West. R.R.,		66,941.59	4,002,802.61		65,075.00	58,022.56	1,013,542.68	9,792.59	.135	642,982.19	6,174.08	370,580.49
9 Farmington St. Ry. Co.,		17,500.00	107,304.63		16,356.59	11,068.50	37,754.14	3,892.17	.181	35,770.49	3,708.92	1,777.65
10 Greenlign. Tram. Co.,		74,444.08	451,851.23		73,461.58	54,290.33	46,419.30	5,581.24	.185	28,151.69	3,384.88	14,367.51
11 H. M. & R. Tram. Co.,		25,840.05	380,675.84		171,503.88	24,131.79	132,261.64	7,475.79	.278	118,785.84	6,712.57	19,502.80
12 Hart. & Spr'g. St. Ry.,		48,643.20	582,679.96		63,419.51	44,831.79	71,202.21	5,477.09	.226	43,824.58	3,371.12	27,377.63
13 Hartford St. Ry. Co.,		38,083.38	2,948,765.19		900,737.73	32,253.02	807,856.53	8,836.18	.186	568,535.64	6,218.53	29,320.89
14 Ken. Turners' R. R. Co.,		34,231.91	8,810.31		23,694.81	22,931.28	10,309.70	6,873.13	.407	6,119.86	4,079.91	4,189.84
15 Meriden Elec. R. R. Co.,		22,666.66	1,662,541.20		81,443.75	81,808.58	140,469.04	7,303.00	.213	94,588.55	4,659.53	54,890.49
16 M. S. & Comp. Tram.,		31,804.91	302,869.02		33,745.88	27,992.17	41,905.26	3,491.84	.155	46,567.75	2,727.40	10,918.08
17 Middletown St. Ry. Co.,		26,955.81	208,743.43		27,992.17	43,504.81	95,115.64	3,936.28	.215	31,638.10	2,964.31	10,267.16
18 Montville St. Ry. Co.,		46,873.53	455,190.86		51,140.00	43,504.81	95,115.64	7,189.24	.402	51,249.12	3,872.95	43,866.52
19 Newington Tram. Co.,												
20 New London St. Ry.,		50,236.15	255,658.10		57,992.69	33,732.21	70,844.21	9,917.99	.298	47,907.82	6,706.95	22,636.39
21 Norwich St. Ry. Co.,		32,000.00	588,169.05		44,277.31	34,580.04	115,530.09	6,704.28	.278	71,990.92	4,233.76	43,539.17
22 People's Tram. Co.,		314,867.52	79,984.94		51,603.95	58,291.37	59,291.37	1,456.30	.210	11,938.39	749.00	11,272.36
23 Prov. & Dan. Ry. Co.,		54,912.49	1,433,949.04		96,119.33	54,961.64	59,291.37	2,010.57	.163	54,374.86	1,843.84	4,916.50
24 S. Man. L. P. & Tram.,		12,878.62	121,881.20		17,483.80	17,483.80	12,161.45	1,414.47	.175	2,473.43	869.00	4,691.02
25 Som. & Ent. Elec. Ry. Co.,		16,991.21	13,973.65		17,483.80	17,483.80	12,161.45	1,414.47	.175	2,473.43	869.00	4,691.02
26 Stamford St. R. R. Co.,		153,016.78	361,734.46		44,499.67	23,992.47	83,944.35	5,401.38	.176	65,401.98	3,674.60	27,542.37
27 Southfield Street Ry. Co.,		24,000.00	62,602.18		10,473.15	13,302.63	13,025.10	2,555.27	.099	9,124.16	1,938.84	2,900.94
28 Torr. & Winch. St. Ry.,		47,939.71	377,167.74		33,643.88	30,031.67	50,894.61	4,062.44	.214	30,341.96	2,415.95	20,552.05
29 The West Shore Ry. Co.,		27,258.16	196,324.40		8,091.47	26,444.56						
30 Willamantic Trac. Co.,			Road built by contract.									
31 Winchester Ave. R. R. Co.,		49,692.76	775,323.00		58,364.27	27,461.32	277,131.53	9,816.32	.162	174,564.23	6,183.42	102,560.30
32 Worcester & Ct. Estn. Ry. Co.,		45,525.96	61,750,083.15		57,304.62	123,200.43	123,200.43	2,397.43	.132	100,373.95	1,896.21	22,836.48
Total,		\$	44,343,104.31	3,368,725.83	80,773.45	66,388.95	4,508,571.29	6,798.45	.214	3,164,599.07	4,777.18	1,338,972.22

1 Including gas and electric properties.

2 Including gas and electric plants and equipment.

3 Operated by Hartford Street Railway Company.

4 Business of this road consists of moving freight cars.

5 Includes equipment.

6 Operated by Hartford St. Ry. Co. and Conn. Railway & Lighting Co.

7 Amount paid to contractors; road under construction.

8 Operated by Fair Haven & Westville Railroad Co.

9 Operated by Fair Haven & Westville Railroad Co. under a traffic agreement with the Fair Haven & Westville R. R. Co. under which the former road received \$102,560.30, being 27.15 per cent of the gross profits.

10 Under contract, not yet completed.

11 No equipment.

12 This road has a floating indebtedness of \$93,673.01, but is included in amount shown by the Fair Haven & Westville R. R. Co., which operates the West Shore Ry. Co.

TABLE 3.

Number.	STREET RAILWAYS.	Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Miles run.	Passengers carried.	No. of pay- ing passen- gers p'r mile of main track oper- ated.	No. of pay- ing passen- gers per mile run.	No. of em- ployees.	ACCIDENTS.	
														Killed.	Injured.
1	Branford Lighting & Water Co., ¹	\$3,245.78	\$1.133		7 \$7,500.00	\$1,717.28	\$38,897.52	\$21,674.47	176,589	716,971	102,704	4,000			
2	Bristol & Plainville Tramway Co., ²	905.01	.032	\$6,000.00	7,653.58	1,587.68	13,680.10	25,466.35	207,219	865,773	116,871	4,000	35	1	3
3	Cheshire Street Railway Co., ³	45.09	.044						43,594	76,739	11,748	1,802	4		
4	Connecticut Railway & Lighting Co., ⁴	1,546.14	.007		441,380.89	84,521.98	98,866.33	1,62,508.39	5,165,238	25,020,237	137,745	4,132	90	2	83*
5	Danbury & Bethel St. Ry. Co., ⁵	1,864.44	.052	9,600.00	10,970.18	33,173.75	30,653.67	18,802.29	359,307	2,001,790	141,658	4,403	45		8
6	Danielson & Norwich St. Ry. Co., ⁶	199.43	.117			604.95	11,130.89		7,630	31,250	6,956	4,050	15		
7	E. H'd. & Glastonbury St. Ry. Co., ⁷	3,558.51	.071	205,466.24	66,374.35	53,330.00	12,631.05	16,423.30	5,193,023	25,804,187	304,576	3,820	900	11	87
8	Fair Haven & Westbury R. R. Co., ⁸	183.26	.008			780.74	13,484.53		208,106	327,823	33,799	1,650	23		
9	Greenwich Tramway Co., ⁹	2,191.40	.072			2,213.76	36,067.09	34,143.32	231,274	928,884	111,625	3,680	0		
10	H'd. & Manchester & Rockville Tram. Co., ¹⁰	2,763.21	.028		10,453.62	6,535.23	17,754.63	11,830.42	475,958	1,309,044	64,089	2,510	73	1	17
11	Hartford & Springfield St. Ry. Co., ¹¹	2,105.37	.087	8,000.00	23,070.72	6,900.00	36,769.23	36,076.92	315,364	1,311,597	95,238	3,920	46		1
12	Hartford St. Ry. Co., ¹²	2,017.65	.085	60,000.00	111,677.22	42,400.94	13,184.43	34,477.30	4,334,160	19,643,073	179,988	3,720	698	2	71
13	Manufacturers' R. R. Co., ¹³	2,193.22			692.50	212.21	13,333.33								
14	Meriden Elec. R. R. Co., ¹⁴	2,703.47	.078		28,760.08	6,239.25	49,261.08	24,630.54	701,424	3,470,480	136,016	3,936	90		13
15	Mer. South-ton & Comp. Tram. Co., ¹⁵	697.41	.032		9,176.41	2,334.98	17,179.17	15,031.78	375,908	1,173,291	66,302	3,011	48	10	10
16	Middletown St. Ry. Co., ¹⁶	961.97	.052		8,510.74	1,581.30	12,648.74	16,396.51	194,558	1,000,923	77,759	4,260	30	1	1
17	Montville St. Ry. Co., ¹⁷	3,816.29	.185	15,000.00	12,500.00	5,625.00	23,893.73	23,893.73	236,516	1,583,626	119,130	6,064	22	6	6
18	Newington Tram. Co., ¹⁸														
19	New London St. Ry. Co., ¹⁹	3,211.03	.094	11,250.00	7,000.24	4,200.00	32,977.18	18,467.22	243,006	1,535,279	166,554	5,219	40	1	1
20	Norwich St. Ry. Co., ²⁰	2,560.52	.105	12,500.00	19,884.35	5,400.00	20,583.38	20,583.38	5,590	2,641,058	135,323	5,590	75	4	4
21	People's Tram. Co., ²¹	707.29	.106		7,500.00	5,541.97	25,095.67	37,643.51	105,956	402,639	29,025	4,360	45	4	4
22	Prov. & Danielson Ry. Co., ²²	166.73	.013		20,660.41	545.69	30,663.08	22,997.31	363,305	806,811	33,228	2,380	70	10	10
23	So. Man. L't. Power & Tram. Co., ²³		.007			750.00	12,578.62		69,493	250,501	30,481	3,421	6		5
24	Somers & Enfield Elec. Ry. Co., ²⁴	545.47	.068			2,210.17	6,117.98	4,974.46	472,141	2,101,344	113,915	3,637	52	1	1
25	Stafford St. R. R. Co., ²⁵	1,826.78	.013		875.00	455.64	10,634.74		190,467	240,502	51,105	1,990	13		1
26	Stafford St. Ry. Co., ²⁶	616.44	.008	2,000.00											
27	Torrington & Winchester St. Ry. Co., ²⁷	1,636.49	.056		8,499.50	2,034.53	15,934.83	11,943.63	237,764	1,080,460	82,049	4,330	27		1
28	The West Shore Ry. Co., ²⁸						10,775.86								
29	Williamson Trac. Co., ²⁹														
30	Winchester Ave. R. R. Co., ³⁰	3,632.90	.090	40,000.00	33,353.55	18,093.82	38,448.60	24,030.36							
31	Worcester & Conn. Eastern Ry. Co., ³¹	431.82	.030		14,194.00	8,545.00	16,371.97	32,743.94	758,044	2,461,000	46,548	3,250	150	21	
32	Total,	\$2,021.27	.063	309,816.24	860,903.94	267,708.03	45,122.96	34,931.36	21,029,899	96,857,782	146,213	4,606	3,403	19	351

¹ Including gas and electric properties.² Operated by Hartford St. Ry. Co.³ Operated by Hartford St. Ry. Co. and Conn. Ry. & Lighting Co.⁴ Operated by Fair Haven & Westville R. R. Co.⁵ Operated by Fair Haven & Westville R. R. Co.⁶ Operated by Fair Haven & Westville R. R. Co.⁷ Interest on railway bonds.⁸ Business of this company consists of moving freight cars of steam railroads in New Haven⁹ Operated by Hartford, Manchester & Rockville Tramway Co.

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1902	1903	Increase.	Decrease.
Capital stock issued,	\$23,571,248.00	\$26,653,548 00	\$3,082,300.00	
Bonds issued,	17,488,000.00	20,633,500.00	3,145,500.00	
Floating indebtedness,	1,929,914.34	2,714,030 82	784,116.48	
Cost of construction and equipment,	42,778,156.31	47,711,830.14	4,933,673.83	
Gross earnings,	3,937,771.46	4,503,571.29	565,799.83	
Operating expenses,	2,550,236 69	3,164,599 07	614,362.38	
Net earnings,	1,387,534 77	1,338,972.22		\$48,562.55
Dividends,	297,850.00	369,816.24	71,966.24	
Interest paid,	782,740.83	860,903 94	78,163.61	
Taxes paid State,	244,768.88	267,708 03	22,939.15	
	Miles.	Miles.	Increase.	Decrease.
Length of road exclusive of sidings,	517.454	611.261	93.807	
" " " including sidings,	543.533	642.383	98.850	
Miles run,	19,375,730	21,029,889	1,654,159	
Passengers carried,	91,554,028	96,857,782	5,303,754	
Number of employees,	2,903	3,403	500	
Number of persons injured fatally,	14	19	5	
" " " " not fatally,	277	351	74	

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Sewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,*	Stonington,	1869	resigned.
Simeon Gallup,	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,	Danbury,	1877	to fill vacancy.
John W. Bacon,	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,	Danbury,	1881	
William H. Hayward,	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,	Danbury,	1884	
William H. Hayward,	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orsamus R. Fyler,	Torrington,	1897	
Washington F. Willcox,	Chester,	1897	
William O. Seymour,	Ridgefield,	1899	
Orsamus R. Fyler,	Torrington,	1901	
Washington F. Willcox,	Chester,	1901	
William O. Seymour,	Ridgefield	1903	

Clerk,.....HENRY F. BILLINGS,

HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

* Deceased.

CONTENTS OF TABLES.

STEAM RAILROADS.

- 1 Names of roads and branches.
- 2 Date when chartered.
- 3 " " opened for use.
- 4 Location of road.
- 5 Length of main line and branches.
- 6 " " double track.
- 7 " " third track.
- 8 " " fourth track.
- 9 " " sidings.
- 10 " " road, single track, miles.

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- 11 Total amount authorized.
- 12 " " issued for cash.
- 13 " " " bonds.
- 14 " " " stocks of other corporations.
- 15 " " " undivided earnings.
- 16 " " " increased valuation.
- 17 " " otherwise issued.
- 18 " " " "
- 19 " " " per last report.
- 20 " " " " mile of road.
- 21 " " held in Connecticut.
- 22 " " " " per last report.
- 23 " number of stockholders in Connecticut.
- 24 " " " " per last report.

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- 25 Amount of funded debt.
- 26 Current liabilities.
- 27 Total debt.
- 28 " " per last report.
- 29 Funded debt per mile of road.
- 30 Total stock and debt.

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- 32 " equipment.
- 33 Bonds and stocks.
- 34 Other permanent investments.
- 35 Cash and current assets.
- 36 Other assets.
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- 38 Cost of road per mile.

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- 40 " per last report.
- 41 " " mile of road operated.
- 42 " " " run.

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- 44 " per last report.
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- 48 " " " per last report.
- 49 Capital stock on which dividends were paid.
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- 52 " interest.
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95	Switchmen, flagmen, and watchmen.
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101	Hire of equipment.
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103	Injuries to persons.
104	Clearing wrecks.
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107	Outside agencies.

- 108 Commissions.
- 109 Stock yards and elevators.
- 110 Rents for tracks, yards, and terminals.
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- 115 Salaries of general officers.
- 116 " clerks and attendants.
- 117 General office expenses and supplies.
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- 119 Law expenses.
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- 122 Total.

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- 123 Number of passengers carried.
- 124 " " per last report.
- 125 " " one mile.
- 126 Average distance carried.
- 127 Total passenger revenue.
- 128 Average amount received from each passenger.
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- 130 Passenger earnings per mile of road.
- 131 " " " train mile.

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- 132 Tons of freight carried.
- 133 " " per last report.
- 134 " " one mile.
- 135 Average distance haul of one ton.
- 136 Total freight revenue.
- 137 Average amount received for each ton of freight.
- 138 " receipts per ton per mile.
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- 141 Number of tons of coal.
- 142 Average cost per ton.
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- 144 Average cost per cord.
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149	“ “ freight “ “ “
150	“ “ other “ “ “
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152	“ per last report.
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154	“ “ “ “ per last report.

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157	“ cars in passenger service.
158	“ freight and other cars.
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175	“ “ “ permanent investments.
176	“ “ “ gross earnings.
177	Operating expenses to gross earnings.
178	Passenger revenue “ “
179	Freight “ “ “

ACCIDENTS IN CONNECTICUT.

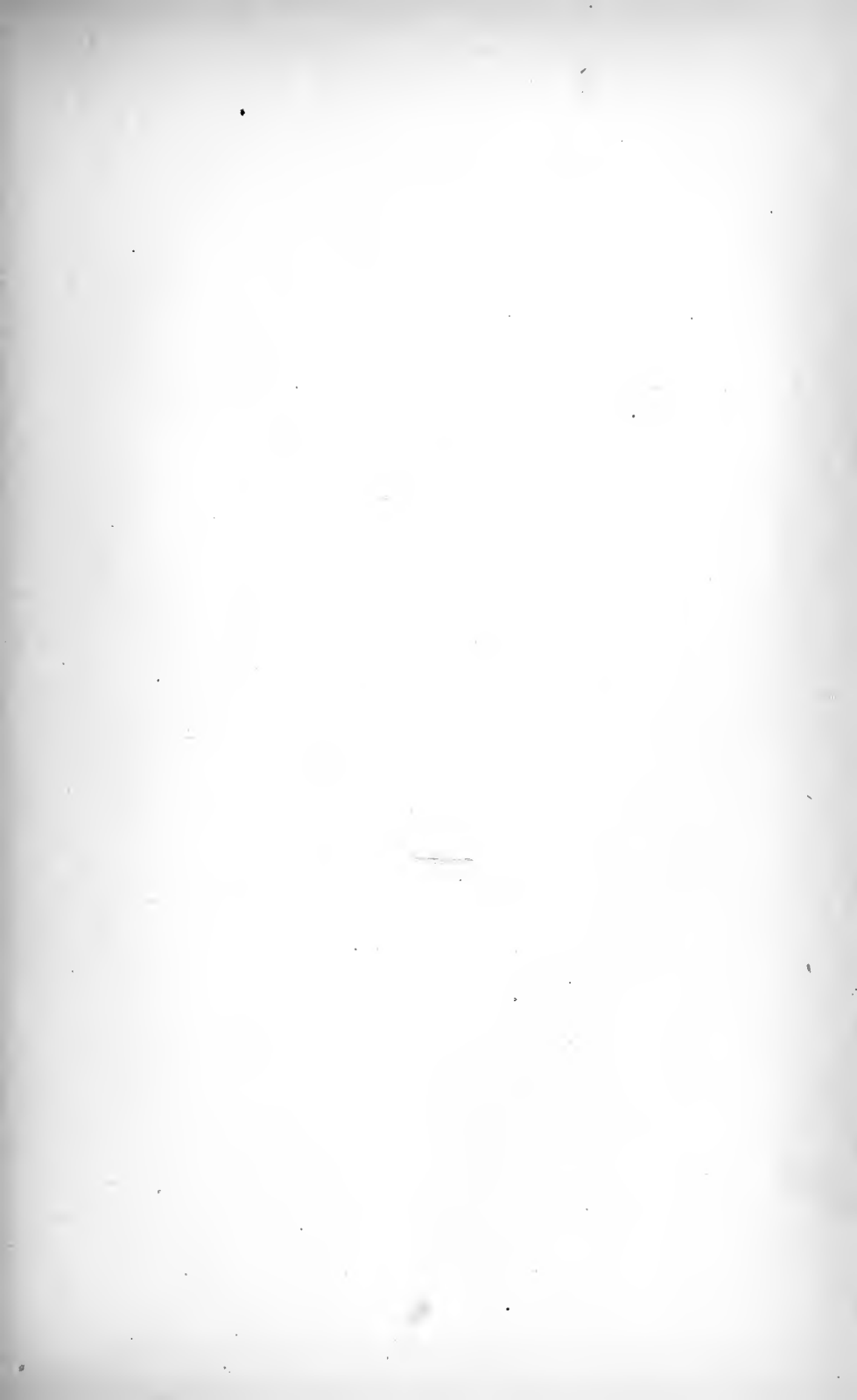
180	Passengers.	
181	Employees.	
182	Trespassers.	
183	Others.	
184	Total.	
185	Fatal.	
186	Not Fatal.	
187	At highway crossings — fatally.	
188	“ “ — not fatally.	
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190	“ “ “ coupling or uncoupling.	
191	“ “ “ overhead obstruction.	
192	“ “ “ other causes.	
193	“ “ fatally.	
194	“ “ not fatally.	
195	Passengers “ fatally.	
196	“ “ not fatally.	
197	Trespassers “ fatally.	
198	“ “ not fatally.	
199	Others “ fatally.	
200	“ “ not fatally.	

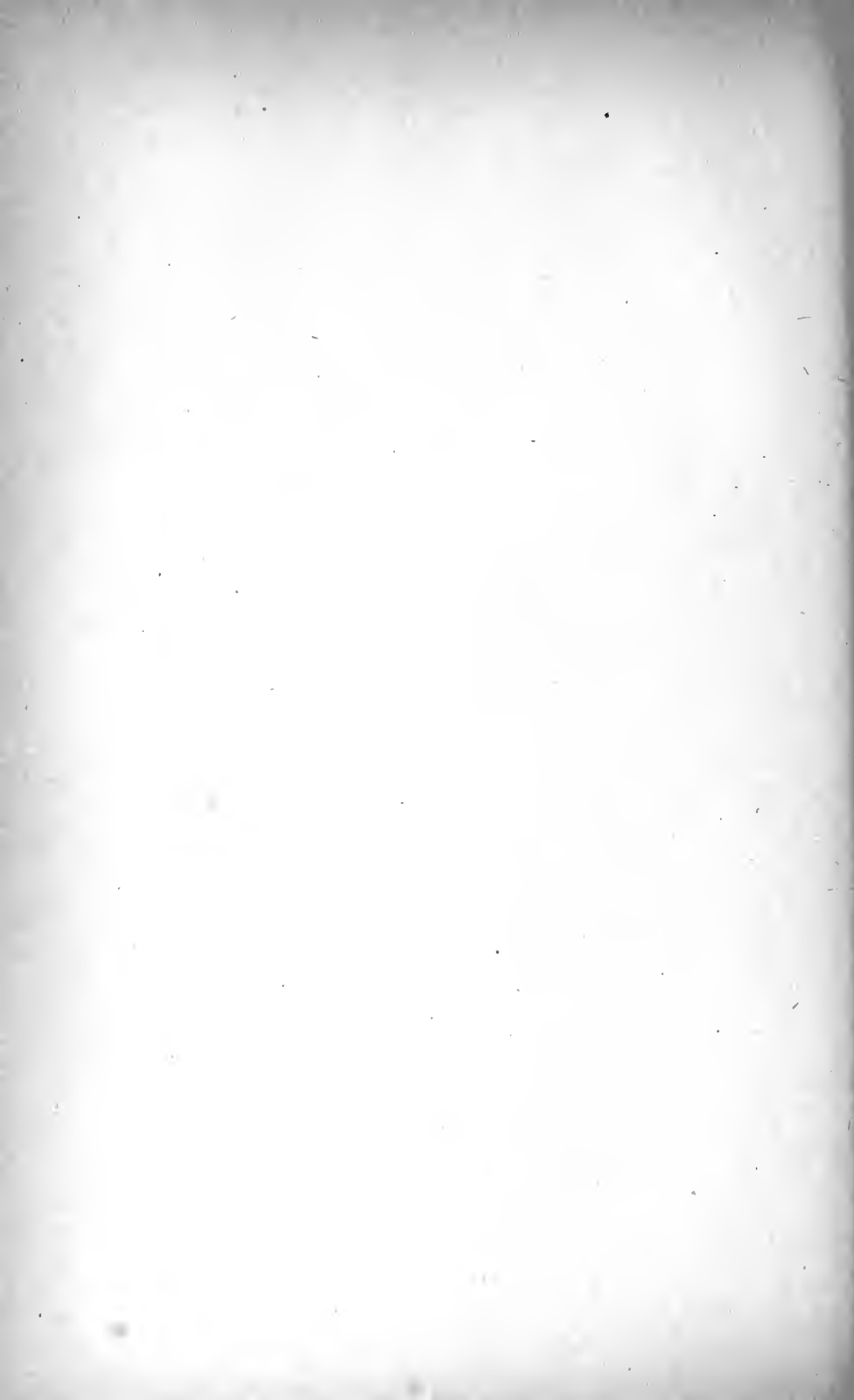
Comparative statements for five years, pp. 99-111.

Summary of tables referring to steam railroads, p. 112.

STREET RAILWAY TABLES.

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“ “ 2,	“ 116.
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“ summary of,	“ 118.





RAILROAD RETURNS.

BOSTON & NEW YORK AIR LINE R. R. CO.

History.

Name of common carrier making this report: Boston & New York Air Line Railroad Company.

Date of organization: June 8, 1875.

Under laws of what government, State, or Territory organized: Laws of the State of Connecticut. Special Laws of Connecticut, vol. vii, p. 885; vol. viii, pp. 17, 288; vol. ix, p. 1009. Connecticut Special Acts, 1875, p. 178; 1879, p. 137.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Originally The New Haven, Middletown & Willimantic Railroad Company. Special Laws of Connecticut, vol. vi, pp. 286, 329, 462, 577, 613, 652, 794, 807. Special Laws of Connecticut, vol. vii, pp. 2, 31, 145, 273, 543, 554, 555, 767. United States Statutes at Large, vol. xv, p. 272. Special Acts of Connecticut, 1872, p. 190; 1874, 271. Connecticut Public Acts, 1874, chapter 64. General Statutes of Connecticut, section 3820.

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
THOMAS L. WATSON,	Bridgeport, Conn.,	1st Tuesday June, 1904.
WILLIAM E. BARNETT,	New Haven, “	“ “
GEORGE J. BRUSH,	“ “	“ “
ARTHUR D. OSBORNE,	“ “	“ “
O. VINCENT COFFIN,	Middletown, “	“ “
JOHN M. HALL,	New Haven, “	“ “
* WILLIAM L. SQUIRE,	“ “	“ “
JUSTUS S. HOTCHKISS,	“ “	“ “
D. NEWTON BARNEY,	Hartford, “	“ “

* Died June 19, 1893.

Total number of stockholders at date at last election:

Stockholders.	Stockholders.	Shares.
Common, 186	In Conn., Common, 124	Stock held in Conn., Common, 7,199
Preferred, 424	Preferred, 303	Preferred, 25,918
610	427	33,117

Date of last meeting of stockholders for election of directors: June 2, 1903.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: A. S. May, Treasurer N. Y., N. H. & H. R. R. Co., New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	GEORGE J. BRUSH,	" "
Secretary,	* WM. L. SQUIRE,	" "
Treasurer,	* WM. L. SQUIRE,	" "

* Died June 19, 1903.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 157):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Boston & New York Air Line.	New Haven	Willimantic.	New York, New Haven & Hartford R. R. Co.	Lease.	51.50

Property Leased, or Otherwise Controlled for Operation.

The Boston & New York Air Line Railroad was leased to the New York, New Haven & Hartford Railroad Company for 99 years from October 1, 1882, at an annual rental of \$120,000 and interest on its bonds and the bonds of the Colchester Railway Company, the road of the latter company being leased to the Boston & New York Air Line Railroad Company, and included in the lease of the Boston & New York Air Line Railroad to the New York, New Haven & Hartford Railroad Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	DIVIDENDS DECLARED DURING YEAR.	
				Rate.	Amount.
Common, . . .	10,000	\$100.00	\$1,000,000.00	None.	.....
Preferred, . . .	30,000	100.00	3,000,000.00	4 per ct.	\$119,940
Total, . . .	40,000	.....	\$4,000,000.00	.....	\$119,940

Capital Stock.—Continued.

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Conversion of First Mortgage Bonds of the New Haven, Middletown & Willimantic Railroad Company, preferred,	29,985	\$2,998,500.00
Common stock issued for redeemed and unpaid coupons from bonds converted and in satisfaction of legal and equitable claims against the New Haven, Middletown & Willimantic Railroad Company,	8,989	898,900.00
Scrip, . . . . .	.....	10,568.38
Total,	38,974	\$3,907,968.38

Funded Debt.

Class of Bonds or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage,	1880	1905	\$500,000 00	\$500,000.00	\$500,000.00	\$500,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	February and August.	\$25,000.00	\$25,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount*Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 155),	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash,	\$2,704.08	Audited Vouchers and Accts.,	\$491.56
Other Assets,	10,416.67	Rents due July 1,	10,416.67
		Total Current Liabilities,	\$10,908.23
		Balance, Cash Assets,	2,212.52
Cash and Current Assets,	\$13,120.75	Total,	\$13,120.75

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 155),	\$3,907,968.38	\$3,907,968.38	51.50	\$75,883.00
Bonds (p. 155), . . .	500,000.00	500,000.00	51.50	9,709.00
Total,	\$4,407,968.38	\$4,407,968.38	.....	\$85,592.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
Total Equipment,	\$129,931.94	\$129,931.94	\$2,522.95
Total Construction,	4,488,525.33	4,488,525.33	87,155.83
Grand Total Cost Construction, Equipment, etc.,	\$4,618,457.27	\$4,618,457.27	\$89,678.78

Income Account.

Income from lease of road,		\$147,590.00
Dividends on stocks owned (p. 157),	\$2,313.00	
Interest on bonds owned (p. 157),	222.80	
Miscellaneous income, less expenses (p. 158),	153.00	
Income from other sources,		2,688.80
Total income,		\$150,278.80
Deductions from income :		
Salaries and maintenance of organization,	\$38.00	
Interest on funded debt accrued (p. 155),	25,000.00	
Rents paid for lease of road (p. 158),	1,750.00	
Total deductions from income,		26,788.00
Net income,		\$123,490.80
Dividends, four per cent. preferred stock (p. 154),		119,940.00
Surplus from operations of year ending June 30, 1903,		\$3,550.80
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report],		242,040.07
Surplus on June 30, 1903 [for entry on "General Balance Sheet," p. 159],		\$245,590.87

Stocks Owned.**Railway Stocks :**

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
771 shares Penn. R. R. Co., par value, \$50,	\$38,550.00	6%	\$2,313.00	\$40,879 50

Other Stocks.

None.

Bonds Owned.**a. Railway Bonds :**

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
E. & T. H. R. R. Co.,	\$2,000.00	5%	\$100.00	\$2,150.00

b. Other Bonds :

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Town of Muskegon, Mich., .	\$4,000.00	6%	} \$122.80	\$1,776.63
Town of Muskegon, Mich., .	5,000.00	5%		
Total,	\$9,000.00	.....	\$122.80	\$1,776.63
Grand total— <i>a</i> and <i>b</i> , . .	\$11,000.00	.....	\$222.80	\$3,926.63

Rentals Received.

None.

Miscellaneous Income.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rent on Middletown property, . . .	\$216.00	\$63.00	\$153.00

Rentals Paid.

Rents paid for lease of road :

Name of Road.	Interest on Bonds Guaranteed.	Total.
Colchester Railway,	\$1,750.00	\$1,750.00

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$4,488,525.33	Cost of Road (p. 156), . .	\$4,488,525.33	.....	.....
129,931.94	Cost of Equipment (p. 156), . .	129,931.94	.....	.....
40,879.50	Stocks owned (p. 157), . .	40,879.50	.....	.....
3,926.63	Bonds owned (p. 157), . .	3,926.63	.....	.....
.....	Cash and current assets, . .	2,704.08	\$2,704.08	.....
\$4,663,263.40	Grand Total, . . .	\$4,665,967.48	\$2,704.08	.....

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$3,907,968.38	Capital Stock (p. 155), . .	\$3,907,968.38	.....	.....
500,000.00	Funded Debt (p. 155), . .	500,000.00	.....	.....
463.28	Current Liabilities (p. 156), . .	491.56	\$28.28	.....
1,500.00	Bonds of the N. H., M. & W. R. R. Co., outstand- ing, convertible into st'k, . .	1,500.00	.....	.....
11,291.67	Accrued Interest on Fund- ed Debt not yet payable, . .	10,416.67	.....	\$875.00
242,040.07	Profit and Loss (p. 157), . .	245,590.87	3,550.80	.....
\$4,663,263.40	Grand Total, . . .	\$4,665,967.48	\$2,704.08	.....

Important Changes during Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
First Mortgage.	New Haven	Willimantic.	51.50	\$9,709.00

Employees and Salaries.

Included in report of the N. Y., N. H. & Hartford R. R. Co.

General Officers, 3. Compensation, None.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of Line owned by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	51.50	51.50	51.50

Characteristics of Road.

Included in report of Lessee Company.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Name of Owner.	Name of Operating Company.
51.50	Western Union Telegraph Co.	Western Union Telegraph Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and A. S. May, Assistant Treasurer, of the Boston & New York Air Line Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

A. S. MAY,
Assistant Treasurer.

Subscribed and sworn to before me, this 12th day of September, 1903.

JOHN G. PARKER,
Notary Public.

CENTRAL NEW ENGLAND RAILWAY COMPANY.

History.

Name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what Government, State, or Territory organized: General Railroad Laws of the State of New York.

If a consolidated company, name the constituent companies: The Central New England Railway Company is the successor through reorganization after foreclosure of the Philadelphia, Reading & New England Railroad. Judgment of foreclosure and sale June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation January 12, 1899.

The Philadelphia, Reading & New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York May 31, 1871, and the Central New England & Western Railroad Company formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie & Connecticut Railroad Company, date July 22, 1889, and August 1, 1893.

Date and authority for each consolidation: July 22, 1889, and August 1, 1893. Railroad Incorporation Laws of the State of New York.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
CHESTER W. CHAPIN,	1 Broadway, New York,	November 4, 1903.
JOHN W. BROCK,	511 Bullitt Bldg., Phila., Pa.,	" "
JOSEPH B. BOURNE,	36 New St., New York,	" "
JAMES RUMRILL,	Springfield, Mass.,	" "
JULIUS H. APPLETON,	Springfield, Mass.,	" "
JAMES K. O. SHERWOOD,	192 Broadway, New York,	" "
ARTHUR BROCK,	Lebanon, Pa.,	" "
HENRY O. SEIXAS,	1 W. 30th St., New York,	" "
DAVID A. GERATY,	Hartford, Conn.,	" "
JOSEPH F. SINNOTT,	234 S. Front St., Phila., Pa.,	" "
CLYDE A. HELLAR,	511 Bullitt Bldg., Phila., Pa.,	" "

Total number of stockholders at date of last election: 329.

Date of last meeting of stockholders for election of directors: November 5, 1902.

Organization.—Continued.

Post-office address of general office : Poughkeepsie, N. Y.

Post-office address of operating office : Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : H. W. Watson, Auditor, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHESTER W. CHAPIN,	1 Broadway, New York City.
Vice-President,	ARTHUR BROCK,	Lebanon, Pa.
Secretary,	CLYDE A. HELLAR,	511 Bullitt Bldg., Phila., Pa.
Treasurer,	JAMES K. O. SHERWOOD,	192 B'dway, New York City.
Auditor,	H. W. WATSON,	Hartford, Conn.
General Manager,	D. A. GERATY,	Hartford, Conn.
Chief Engineer,	W. B. CHAPIN,	Hartford, Conn.
Superintendent,	J. F. HEDDEN,	Hartford, Conn.
Gen'l Freight Agt.,	W. H. SEELEY,	Hartford, Conn.
Gen'l Pass. Agt.,	W. H. SEELEY,	Hartford, Conn.

Property Operated.

Name of every railroad the operations of which are included in the Income Account :

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From —	To —		
1. Central New England.	Campbell Hall	Silvernails.	57.60	57.60
3. Hartford & Conn. Western.	Hartford	Rhinecliff.	109.75	.....
" " " "	Tariffville	Agawam Junc.	14.21	.....
Dutchess County.	Poughkeepsie	Hopewell.	12.40	136.36
5. Newburgh, Dutchess & Conn.	State Line	Millerton.	1.25	.....
Boston & Albany.	Agawam Junc.	Springfield.	3.50	4.75
Total Mileage Operated,			198.71	198.71

Name of all Coal, Bridge, Canal, or other Properties.

None.

Capital Stock.*

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	34,500	\$100	\$3,450,000.00	\$3,450,000.00
Preferred, . .	31,500	100	3,150,000.00	3,150,000.00
Total, . . .	66,000	\$100	\$6,600,000.00	\$6,600,000.00

* Issued in exchange for stock of Philadelphia, Reading & New England Railroad Company.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1899	1919	\$1,250,000.00	\$650,000.00	\$650,000.00	\$650,000.00
Gen. Mtge.,*	1899	1949	7,250,000.00	7,250,000.00	7,250,000.00	.....
Total,			\$8,500,000.00	\$7,900,000.00	\$7,900,000.00	\$650,000.00

* Issued in exchange for bonds of the Philadelphia, Reading & New England Railroad Company.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	February and August, . .	\$32,500.00	\$32,500.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 163),	\$650,000.00	\$650,000.00	\$32,500.00	\$32,500.00
Income Bonds (p. 163),	7,250,000.00	7,250,000.00	.....	.....
Total,	\$7,900,000.00	\$7,900,000.00	\$32,500.00	\$32,500.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash,	\$30,353.53	Audited Vouchers and Ac- counts,	\$26,874.18
Due from agents,	56,306.78	Wages and Salaries,	17,211.72
Due from solvent compa- nies and individuals,	3,883.97	Rents due July 1,	11,351.42
Net traffic balances due from other companies,	14,952.32		
		Total — Current Liabilities,	\$55,437.32
		Balance — Cash Assets,	49,559.28
Total,	\$104,996.60	Total,	\$104,996 60

Materials and supplies on hand, \$23,941.88.

Recapitulation.

a. For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock (p. 162),	\$6,600,000.00	\$6,600,000.00	57.60	\$114,583.00
Bonds (p. 162),	7,900,000.00	7,900,000.00	57.60	137,153.00
Total,	\$14,500,000.00	\$14,500,000.00	57.60	\$251,736.00

b. For mileage operated by road making this report (trackage rights ex-
cluded), the operations of which are included in the income account — p. 165 :

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMT. PER MILE OF LINE.	
				Miles.	Amount.
Central New Eng- land,	\$6,600,000.00	\$7,900,000.00	\$14,500,000.00	57.60	\$251,736.00
Hartford & Conn. Western,	2,712,800.00	700,000.00	3,412,800.00	123.96	27,531.00
Dutchess County,	300,000.00	350,000.00	650,000.00	12.40	52,419.00
Grand Total,	\$9,612,800.00	\$8,950,000.00	\$18,562,800.00	193.96	\$95,704.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Total Equipment,	\$366,612.30	\$357,551.00	\$6,207.48
Total Construction,	12,426,206.41	12,428,224.49	215,767.79
Grand Total Cost Construction, } Equipment etc., }	\$12,792,818.71	\$12,785,775.49	\$221,975.27

Income Account.

Gross earnings from operation (p. 166),	\$663,103.06	
Less operating expenses (p. 168),	522,250.24	
Total Income,		\$140,852.82
Deductions from Income :		
Interest on Funded Debt accrued (p. 163),	\$32,500.00	
Interest on Real Estate Mortgages,	350.00	
Rents Paid for Lease of Road (p. 168),	100,631.61	
Taxes (p. 178),	19,721.57	
Other Deductions, Adjustment of Rentals,	20.00	
Total Deductions from Income,		\$153,223.18
Deficit,		\$12,370.36
Deficit from operations of Year ending June 30, 1903,		\$12,370.36
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report],		60,134.90
		\$47,764.54
Deductions for Year,*		1,937.55
Surplus on June 30, 1903 [for entry on "General Balance Sheet," (p. 169)],		\$45,826.99

* Uncollectible accounts charged directly to profit and loss.

Earnings from Operation.

Item.	Total Receipts.	Deduction, Acc. of Repay- ment, etc.	Actual Earnings.
Passenger — Passenger Revenue,	\$226,312.06	.....
Less Repayments — Tickets Redeemed,		\$347.17	
Excess Fares refunded,		801.19	
Total Deductions,		\$1,148.36	
Total Passenger Revenue,			\$225,163.70
Mail,			9,854.61
Express,			23,896.20
Other items, Milk,			33,442.18
Total Passenger earnings,			292,356.69
Freight — Freight Revenue,	366,041.38	.....
Less Repayments:			
Overcharge to Shippers,		2,861.18	
Total deductions,		2,861.18	
Total Freight Revenue,			363,180.20
Total Passenger and Freight Earnings,			655,536.89
Other Earnings from Operation:			
Rents not otherwise provided for,			7,566.17
Total Gross Earnings from Operation, { Entire Line,			\$663,103.06

Stocks Owned.

Name.	Total Par Value.	Valuation.
Hartford & Connecticut Western Railroad Co.,	\$1,390,000.00	\$900,063.00

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income

None

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway,	\$80,005.04
Renewals of Ties,	22,379.39
Repairs and Renewals of Bridges and Culverts,	20,382.94
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	5,926.62
Repairs and Renewals of Buildings and Fixtures,	12,171.37
Repairs and Renewals of Telegraph,	1,064.19
Stationery and Printing,	16.59
Other Expenses,	292.81
Total,	\$142,238.95
Maintenance of Equipment :	
Superintendence,	4,018.55
Repairs and Renewals of Locomotives,	34,600.68
Repairs and Renewals of Passenger Cars,	8,793.84
Repairs and Renewals of Freight Cars,	19,701.61
Repairs and Renewals of Work Cars,	1,954.27
Repairs and Renewals of Shop Machinery and Tools,	1,675.84
Other Expenses,	3,701.13
Total,	\$74,440.92
Conducting Transportation :	
Superintendence,	12,517.67
Engine and Roundhouse Men,	42,778.14
Fuel for Locomotives,	73,227.82
Water Supply for Locomotives,	3,337.62
Oil, Tallow, and Waste for Locomotives,	1,978.09
Other Supplies for Locomotives,	452.29
Train Service,	37,456.35
Train Supplies and Expenses,	3,166.91
Switchmen, Flagmen, and Watchmen,	13,776.17
Telegraph Expenses,	3,791.53
Station Service,	38,948.50
Station Supplies,	4,684.63
Car Mileage—Balance,	10,358.96
Loss and Damage,	1,218.97
Injuries to Persons,	169.50
Clearing Wrecks,	331.49
Advertising,	1,072.57
Rents for Tracks, Yards, and Terminals—p. 168,	16,966.72
Rents for Buildings and other property,	1,163.79
Stationery and Printing,	5,445.47
Other Expenses,	1,137.15
Total,	\$273,980.34
General Expenses :	
Salaries of General Officers,	15,458.15
Salaries of Clerks and Attendants,	8,323.82
Insurance,	2,417.60
Law Expenses,	2,257.89
Stationery and Printing (General Office),	561.78
Other Expenses,	2,570.79
Total,	\$31,590.03

Operating Expenses.—Continued.

Item.	Amount.
Recapitulation of Expenses :	
Maintenance of Way and Structures,	\$142,238.95
Maintenance of Equipment,	74,440.92
Conducting Transportation,	273,980.34
General Expenses,	31,590.03
Grand Total,	\$522,250.24

Percentage of expenses to earnings—entire line, .7876.

Rentals Paid.

a. Rents paid for lease of road :

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Hartford & Connecticut Western,	\$35,000.00	\$26,454.00	\$22,123.55	\$83,577.55
Dutchess County,	15,750.00	.....	1,304.06	17,054.06
Total Rents,	\$50,750.00	\$26,454.00	\$23,427.61	\$100,631.61

b. Rents paid for lease of tracks, yards, and terminals.

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks :			
State Line and Millerton.	Newburgh, Dutchess & Ct.	\$1,000.00	
Agawam Junction and Springfield.	Boston and Albany.	12,030.85	\$13,030.85
Terminals :			
Springfield, Mass.	Boston and Albany.		\$3,935.87
	Grand Total Rents.		\$16,966 72

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$12,426,206.41	Cost of Road (p. 165), .	\$12,428,224.49	\$2,018.08	.....
366,612.30	Cost of Equipment (p. 165), .	357,551.00	.....	\$9,061.30
900,063.00	Stocks Owned (p. 166), .	900,063.00	.....	.....
417,390.90	Betterments H. & C. W. R. R., .	429,024.85	11,633.95	.....
386,721.94	H. & C. W. R. R. Co., acct. cons. Sp'fd Bch.,	386,721.94	.....	.....
110,525.90	Cash and Current Assets (p. 164), .	104,996.60	.....	5,529.30
50,246.31	Materials and Supplies, .	23,941.88	.....	26,304.43
1,597.14	Prepaid Insurance, .	1,454.54	.....	142.60
\$14,659,363.90	Grand Total, . . .	\$14,631,978.30	.....	\$27,385.60

Total, June 20, 1902	Liabilities.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$6,600,000.00	Capital Stock (p. 162), .	\$6,600,000.00	.....	.....
7,900,000.00	Funded Debt (p. 163), .	7,900,000.00	.....	.....
78,687.35	Current Liabilities (p. 164),	55,437.32	.....	\$23,250.03
7,000.00	Real Estate Mortgages, .	7,000.00	.....	.....
13,541.65	Accrued Int. on Funded Debt not yet payable,	13,541.65	.....	.....
.....	Springfield Branch H. & C. W. R. R., .	10,172.34	\$10,172.34	.....
60,134.90	Profit and Loss (p. 165),	45,826.99	.....	14,307.91
\$14,659,363.90	Grand Total, . . .	\$14,631,978.30	.....	\$27,385.60

Important Changes During the Year.

Springfield Branch of the Hartford & Connecticut Western Railroad was opened for business from Tariffville to Agawam Junction September 12, 1902. Trains running into Springfield, Mass., over Boston & Albany Railroad tracks from Agawam Junction.

Contracts, Agreements, etc.

Adams Express Company: 40 per cent. of gross receipts accrue to Railroad Company:

Mails: United States Government, compensation based on service and weight of mails.

Western Union Telegraph Company: Own and operate entire telegraph line. Railroad Company has use of same for railroad business.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equip-ment, Income or Securities Mortgaged.
	From—	To—	Miles.		
Mortgage, . . .	Campbell Hall, N. Y.,	Silvernails, N. Y.	57.60	\$137,153	All.

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	5	1,565	\$15,458.15	\$9.87
General Office Clerks,	12	4,220	8,323.82	1.97
Station Agents,	44	13,296	21,284.12	1.61
Other Station Men,	41	10,591	15,671.47	1.48
Enginemen,	27	6,215	23,583.06	3 79
Firemen,	25	6,275	12,217.70	1.95
Conductors,	18	5,960	17,337.74	2.91
Other Trainmen,	52	13,408	25,772.10	1.91
Machinists,	16	9,995	19,594.87	1.96
Carpenters,	24	6,101	15,014.84	2.46
Other Shopmen,	94	16,194	30,183.24	1.86
Section Foremen,	36	11,743	24,394.24	2.07
Other Trackmen,	198	42,971	62,093.21	1.44
Switchmen, Flagmen, and Watchmen,	27	5,885	9,192.80	1.56
Telegraph Operators and Dispatchers,	12	1,936	4,335.57	2.24
All other Employees and Laborers, .	28	20,922	33,959.50	1.62
Total (including "General Officers"),	659	177,277	\$338,416.43	\$1.91
Less "General Officers,"	5	1,565	15,458.15	9.87
Total (excluding "General Officers"),	654	175,712	\$322,958.28	\$1.84
Distribution of Above :				
General Administration,	17	5,785	\$23,781.97	\$4.11
Maintenance of Way and Structures,	297	69,861	116,173.50	1.66
Maintenance of Equipment,	123	35,811	66,778.86	1.86
Conducting Transportation,	222	65,820	131,682.10	2.00
Total (including "General Officers"),	659	177,277	\$338,416.43	\$1.91
Less "General Officers,"	5	1,565	15,458.15	9.87
Total (excluding "General Officers"),	654	175,712	\$322,958.28	\$1.84

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
No. of passengers carried earning revenue,	581,823			
No. of passengers carried one mile,	9,013,556			
No. of passengers carried 1 mile per mile of rd.	46,125			
Average distance carried, miles,	15.49			
Total passenger revenue,		225,163	70	
Average am't received from each passenger,			38	631
Average receipts per passenger per mile,			02	498
Total passenger earnings,		292,356	59	
Passenger earnings per mile of road,		1,492	83	
Passenger earnings per train mile,			75	833
Freight Traffic:				
No. of tons carried of freight earning revenue,	476,322			
No. of tons carried one mile,	29,721,879			
No. of tons carried one mile per mile of road,	151,766			
Average distance haul of one ton, miles,	62.40			
Total freight revenue,		363,180	20	
Average am't received for each ton of freight,			76	246
Average receipts per ton per mile,			01	221
Total freight earnings,		363,180	20	
Freight earnings per mile of road,		1,854	47	
Freight earnings per train mile,		1	42	236
Total Traffic:				
Gross earnings from operation,		663,103	06	
Gross earnings from operation per mile of rd.,		3,385	94	
Gross earnings from operation per train mile,		1	12	729
Operating expenses,		522,250	24	
Operating expenses per mile of road,		2,666	72	
Operating expenses per train mile,			88	784
Income from operation,		140,852	82	
Income from operation per mile of road,		719	22	
Car Mileage, etc. :				
Mileage of passenger cars,	1,091,381			
Average No. of passenger cars per train mile,	2.83			
Average No. of passengers per train mile,	23			
Mileage of loaded freight cars—North or East,	1,872,033			
Mileage of loaded freight cars—South or West,	401,148			
Mileage of empty freight cars—North or East,	118,522			
Mileage of empty freight cars—South or West,	948,181			
Average No. of freight cars per train mile,	13.08			
Average No. of loaded cars per train mile,	8.90			
Average No. of empty cars per train mile,	4.17			
Average No. of tons of freight per train mile,	116.40			
Average No. tons freight per loaded car mile,	13.07			
Average mileage operated during year,	195.84			
Train Mileage:				
Mileage of revenue passenger trains,	332,892			
Mileage of revenue mixed trains,	52,632			
Mileage of revenue freight trains,	202,703			
Mileage of locomotives empl in helping trains,	2,756			
Percentage of helping to revenue train mil'ge, . . . . .	.0136			
Total revenue train mileage,	588,227			
Mileage of non-revenue trains,	102,408			

Freight Traffic Movement.

Commodity.	Freight Originating on this road.	Freight Re- ceived from Connecting Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture :				
Grain,	7,743	6,801	14,544	3.05
Flour,	4,366	3,627	7,993	1.68
Other Mill Products,	8,095	7,596	15,691	3.30
Hay,	9,259	260	9,519	2.00
Tobacco,	1,231	213	1,444	.30
Cotton,	17	150	167	.03
Fruit and Vegetables,	7,337	757	8,094	1.70
Products of Animals:				
Live Stock,	547	253	800	.17
Dressed Meats,	2,665	14	2,679	.56
Other Packing-house Products,	76	12	88	.02
Poultry, Game, and Fish,	56	70	126	.03
Wool,	1,652	402	2,054	.43
Hides and Leather,	1,143	86	1,229	.26
Products of Mines:				
Anthracite Coal, . . . . .	.....	224,086	224,086	47.04
Bituminous Coal, . . . . .	.....	20,997	20,997	4.41
Coke,	78	1,025	1,103	.23
Ores,	16,658	40	16,698	3.50
Stone, Sand, and other like articles,	5,090	4,596	9,686	2.03
Products of Forest:				
Lumber,	17,072	6,692	23,764	5.00
Charcoal,	265	12,020	12,285	2.58
Manufactures:				
Petroleum and other Oils,	2,647	830	3,477	.73
Sugar,	352	196	548	.12
Iron — Pig and Bloom,	11,522	3,618	15,140	3.18
Iron and Steel Rails,	1,853	589	2,442	.51
Other Castings and Machinery,	3,868	1,381	5,249	1.10
Bar and Sheet Metal,	131	215	396	.08
Cement, Brick, and Lime,	22,333	3,926	26,258	5.51
Agricultural Implements,	437	20	457	.10
Wagons, Carriages, Tools, etc.,	6,405	1,149	7,554	1.59
Wines, Liquors, and Beers,	1,823	926	2,749	.58
Household Goods and Furniture,	1,290	222	1,512	.32
Merchandise,	11,590	4,012	15,602	3.27
Miscellaneous — Other commodities not mentioned above,	16,746	5,145	21,891	4.59
Total Tonnage — Entire Line,	164,396	311,926	476,322	100.

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives — owned and Leased :					
Passenger,	11	11	Westinghouse	11	Tower
Freight,	18	18	“	18	“
Switching,	1	1	American	1	“
Total Locomotives in Serv.,	30	30	.....	30	.....
Cars Owned and Leased : In Passenger Service —					
First-class cars,	12	12	Westinghouse	{ 1 1 10	Janney National Tower
Second-class cars, . . .	3	3	“	{ 2 1	Tower National
Combination cars, . . .	7	7	“	{ 5 2	Tower Gould
Parlor cars,	1	1	“	{ 1 5	National National
Baggage, Express, and Postal cars,	11	11	“	{ 2 2 2	Tower Gould Thurmond
Total,	34	34	.....	34	.....
In Freight Service —					
Box cars,	117	117	Westinghouse	{ 66 51	Gould Tower
Flat cars,	19	19	“	19	Tower
Stock cars,	1	1	“	1	Gould
Coal cars,	190	189	“	{ 122 68	Gould Tower
Other cars in freight service,	4	.....	.....	.....	.....
Total,	331	326	.....	327	.....
In Company's Service —					
Derrick cars,	2	2	Westinghouse	2	Tower
Caboose cars,	18	2	“	10	“
Other Road cars,	9	4	“	4	“
Total,	29	8	.....	16	.....
Total Cars in Service, . .	394	368	.....	377	.....
Total Cars Owned, . . .	394	.....	.....	.....	.....

Mileage.*a.* Mileage of road operated (all tracks):

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
Miles of single track,	57.60	136.36	4.75	198.71	193.96
Miles of second track,	4.60	.....	.....	4.60	4.60
Miles of yard track and sidings,	15.90	23.26	.....	39.16	39.16
Total Mileage Operated (all tracks),	78.10	159.62	4.75	242.47	237.72

b. Mileage of line operated by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
New York,	57.60	54.90	1.25	113.75	112.50
Connecticut, . . . . .	.....	77.26	.....	77.26	77.26
Massachusetts, . . . . .	.....	4.20	.....	4.20	4.20
" . . . . .	.....	.....	3.50	3.50	.....
Total Mileage Operated (single track):	57.60	136.36	4.75	198.71	193.96

c. Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
New York,	57.60	57.60	57.60

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut and White Oak,	61,303	36.50 cts.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal — Tons.	Total fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger,	12,694	12,694	351,793	72.17
Freight,	14,028	14,028	251,658	111.48
Switching,	2,506	2,506	65,870	76.09
Construction,	744	744	21,314	69.81
Total,	29,972	29,972	690,635	86.79
Average cost at distributing point,	\$2.22	.....	.....	.....

Accidents to Persons.

Accidents resulting from the movement of trains, locomotives, or cars :

EMPLOYEES.

Kind of Accident.	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling, . . . . .	..	1	..	1
Falling from trains, locomotives, or cars, .	1	1	1	1
Total,	1	2	1	2

Average number employed during year: Trainmen, 101; switchmen, flagmen, and watchmen, 24; station men, 75; shopmen, 126; trackmen, 205; telegraph employees, 9; other employees, 41.

OTHER PERSONS.

Kind of Accident.	Trespassing Killed.	Total Killed.
At other points along track,	2	2

SUMMARY.

	Total Killed.	Total Injured.
Employees,	1	2
Other persons,	2	..
Total,	3	2

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From—	To—	Miles.			
Campbell Hall	Silvernails.	57.60	88	15.44	42.16
Hartford	Rhinecliff.	109.75	333	49.76	59.99
Tariffville	Agawam Junc.	14.21	17	3.26	10.95
Poughkeepsie	Hopewell.	12.40	23	3.39	9.01
Total,		193.96	461	71.85	122.11

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
19.57	28	673.9	22.24	19	545.1	15.79
14.50	75	1,941.1	44.95	83	• 1,969.2	50.30
1.78	10	201.5	6.66	7	224.6	5.77
2.60	8	210.0	5.50	7	154.0	4.30
38.45	121	3,026.5	79.35	116	2,892.9	76.16

Characteristics of Road.—Continued.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges —							
Iron,	105	11,822	3	1	..	6,767	..
Wooden,	112	1,862	8	2	..	100	..
Combinat'n,	7	2,320	9	116	9	484	..
Total,	224	16,005	8	..	..	..	..
Trestles,	52	8,675	..	12	5	1,600	..

OVERHEAD HIGHWAY AND RAILROAD CROSSINGS.

Items.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
HIGHWAY.			
Bridges,	33	16	6
RAILWAY.			
Bridges, Trolley,	2	..	..

GAUGE OF TRACK — 4 feet 8½ inches; 57.60 miles.

Telegraph.

Owned by another company, but located on property of road making this report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
195.70	475	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroad nor consigned for use by lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Armour Car Lines,	Refrigerator,	3/4	\$43.03
Arbuckle's Ariosa Despatch,	Box,	6/10	5.87
Arms Palace Horse Car Co.,	Horse,	6/10	14.16
American Despatch Transportation Co.,	Box,	6/10	50.80
American Despatch Transportation Co.,	Refrigerator,	3/4	1.16
Street's Western Stable Line,	Stock,	6/10	.84
Hammond Refrigerator Line,	Refrigerator,	3/4	1.32
Union Tank Line,	Tank,	3/4	35.90
Lake Carriers Oil Co.,	Tank,	3/4	2.42
Swift's Refrigerator Co.,	Refrigerator,	3/4	.05
Produce Shippers Despatch,	Refrigerator,	3/4	.45
Provision Dealers Despatch,	Refrigerator,	3/4	1.38
American Refrigerator Transit Co., .	Refrigerator,	3/4	3.41
A. Booth & Co.,	Refrigerator,	3/4	2.18
Mather Horse and Stock Car Co., . .	Horse,	6/10	.32
Pullman Company,	Parlor,	2	3 06
National Car Company,	Box,	6/10	22.40
New England Car Co.,	Box,	6/10	.35
Craig Oil Co.,	Tank,	3/4	1.21
Warren Refrigerator Co.,	Tank,	3/4	.83
North & South Rolling Stock Co., . .	Stock,	6/10	.32
Continental Fruit Express,	Refrigerator,	3/4	1.62
Southern Despatch Lumber Line, . .	Box,	6/10	1.96
St. Louis Refrigerator Car Co., . . .	Refrigerator,	3/4	12.74
Total,			\$207.78

Taxes and Assessments of all Kinds.

a. For reporting Company's owned and proprietary lines:

State or Territory.	AD VALOREM TAX.		Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	On Property Owned, not used in Operation and Miscellaneous.	Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation Based on Earn- ing, Dividends, or other Results of Operation.			
New York,	\$17,564.01	\$731.25	\$557.09	\$869.22	\$19,721.57

b. For reporting Company's leased and operated lines:

Name of Road.	AD VALOREM TAX.		Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation.	
Hartford & Connecticut Western,	\$5,709.88	\$15,413.67	\$21,123.55
Dutchess County,	1,204.06	.....	1,204.06
Total,	\$6,913.94	\$15,413.67	\$22,327.61

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, David A. Geraty, General Manager, and H. W. Watson, Auditor, of the Central New England Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

DAVID A. GERATY,
General Manager.

H. W. WATSON,
Auditor.

Subscribed and sworn to before me this 28th day of August, 1903.

HARRY C. BURNETT,
Notary Public.

COLCHESTER RAILWAY COMPANY.

History.

Name of common carrier making this report : Colchester Railway Company.

Date of organization : 1876.

Under laws of what Government, State, or Territory organized : State of Connecticut. Act of Incorporation, Special Laws of Connecticut, Vol. viii, p. 34.

What carrier operates the road of this company : The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
HARLEY P. BUELL,	Colchester, Conn.	Hold over.
SAMUEL P. WILLARD,	" "	" "
CHARLES H. DAWLEY,	" "	" "

Total number of stockholders at date of last election : One.

" " " " " In Connecticut: One.

All stock held in Connecticut (250 shares).

Date of last meeting of stockholders for election of directors : Nov. 3, 1900.

Post-office address of general office: Colchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Samuel P. Willard, President, Colchester, Conn.; or A. S. May, Treasurer N. Y., N. H. & H. R. R. Co., Lessee, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	SAMUEL P. WILLARD,	Colchester, Conn
Secretary,	CHARLES H. DAWLEY,	" "
Treasurer,	HARLEY P. BUELL,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Colchester Railway Co.	Colchester	Turnerville.	N. Y., N. H. & H. R. R. Co.	Lease, 999 years.	3.57

Property Leased, or Otherwise Controlled for Operation.

Leased April 3, 1878, to the Boston & New York Air Line Railroad Company for 999 years, that company to operate the road and pay interest on the bonds of the Colchester Railway Company.

The road is now operated by the New York, New Haven & Hartford Railroad Company under a lease to it of the Boston & New York Air Line Railroad Co. for 99 years from October 1, 1882.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	500	\$100	\$50,000.00	\$25,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash, Common,	250	\$25,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mtge.,	1877	1907	\$25,000	\$25,000	\$25,000	\$25,000

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	January and July,	\$1,750	\$1,750

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 181),	\$25,000	\$25,000.	\$1,750	\$1,750

Current Assets and Liabilities: None.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 181),	\$25,000.00	\$25,000.00	3.59	\$6,964.00
Bonds (p. 181), . .	25,000.00	25,000.00	3.59	6,964.00
Total,	\$50,000.00	\$50,000.00	.....	\$13,928.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Total Construction, . .	\$50,000.00	\$50,000.00	\$13,927.57

Income Account.

Income from lease of road,	\$1,750.00
Deductions from income:	
Interest on funded debt accrued p. 181),	\$1,750.00

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.
\$50,000.00	Cost of Road (p. 182),	\$50,000.00

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.
\$25,000.00	Capital Stock (p. 181),	\$25,000.00
25,000.00	Funded Debt (p. 181),	25,000.00
\$50,000.00	Grand Total,	\$50,000.00

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt (p. 181).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage.	Colchester,	Turnerville.	3.59	\$6,964.00

Employees and Salaries.

Included in report of the N. Y., N. H. & H. R. R. Co.

General Officers, 3; no compensation.

Description of Equipment.

None.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock — Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	3.59	3.59	3.59

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches; 3.59 miles.

Telegraph.

Owned by another company, but located on property of road making this report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
3.59	3.59	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

We, the undersigned, Samuel P. Willard, President of the Colchester Railway Company, and A. S. May, Treasurer of the New York, New Haven & Hartford Railroad Company, lessee of the Colchester Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

S. P. WILLARD,
President.

A. S. MAY,
Treasurer.

Subscribed and sworn to before me this 5th day of September, 1903.

CHARLES H. HEMPSTEAD,
Notary Public.

Subscribed and sworn to before me this 4th day of September, 1903.

H. P. BUELL,
Notary Public.

DANBURY & NORWALK RAILROAD CO.

History.

Name of common carrier making this report : Danbury & Norwalk Railroad Company.

Date of organization : May, 1849.

Under laws of what Government, State, or Territory organized : State of Connecticut.

What carrier operates the road of this company : The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
F. ST. JOHN LOCKWOOD,	Norwalk, Conn.	October, 1903.
JOHN M. HALL,	New Haven, Conn.	"
BENJAMIN R. ENGLISH,	" "	"
GEORGE J. BRUSH,	" "	"
EBEN HILL,	South Norwalk, Conn.	"
EDMUND TWEEDY,	Danbury, "	"
CHARLES H. MERRITT,	" "	"
J. P. TREADWELL,	Norwalk, "	"
WILLIAM E. BARNETT,	New Haven, "	"

Total number of stockholders at date of last election, 83 ; 71 in Connecticut, holding 11,907 shares.

Date of last meeting of stockholders for election of directors, October 23, 1902.

Post-office address of general office : New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : , Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	F. ST. JOHN LOCKWOOD,	Norwalk, Conn.
Vice-President,	JOHN M. HALL,	New Haven, "
Secretary,	H. M. KOCHERSPERGER,	" "
Treasurer,	* W. L. SQUIRE,	" "

* Died June 19, 1903.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the income account—page 188.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Danbury & Norwalk.	Danbury, Ct.	Wilson Point.	N. Y., N. H. & H.	Lease.	26.28
	Branchville, “	Ridgefield.			3.97
	Bethel, “	Hawleyville.			5.95
Total Mileage,					36.20

Property Leased, or Otherwise Controlled for Operation.

All the railroad and property of the Company leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from July 1, 1892.

Annual rental, 5 per cent. dividends on capital stock, interest on funded debt, all taxes and assessments.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.	20,000	\$50.00	\$1,000,000	\$600,000	5 per ct.	\$30,000

Manner of Payment for Capital Stock.	Total Cash Realized.
Issued for Cash : Common,	\$338,416.25
Issued for Undivided Earnings,	101,583.75
Issued for Increased Value of Road and Equipment,	160,000.00
Total,	\$600,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Out-standing.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated Mort.,	{ 1880 1890 1892	{ 1920 1920 1920	\$500,000	\$100,000 200,000 200,000	\$100,000 200,000 200,000	\$100,000 200,000 200,000
General Mort.,	1885	1925	150,000	150,000	150,000	150,000
Grand Total,	.....	.....	\$650,000	\$650,000	\$650,000	\$650,000

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	January and July.	\$6,000.00	\$6,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	April and October.	7,500.00	7,500.00
Total,	.....	\$33,500.00	\$33,500.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 187),	\$650,000.00	\$650,000.00	\$33,500.00	\$33,500.00

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 186),	\$600,000.00	\$600,000.00	36.20	\$16,575.00
Bonds (p. 187), . . .	650,000.00	650,000.00	36.20	17,956.00
Total,	\$1,250,000 00	\$1,250,000.00	.....	\$34,531.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Total Equipment,	\$228,971.89	\$228,971.89	\$6,325.19
Total Construction,	1,170,270.83	1,170,270.83	32,327.92
Grand Total Cost Construction, } Equipment, etc., }	\$1,399,242.72	\$1,399,242.72	\$38,653.11

Income Account.

Income from Lease of Road,	\$63,500.00	
Total Income,		\$63,500.00
Deductions from Income :		
Interest on Funded Debt accrued (p. 187),	\$33,500.00	
Total Deductions from Income,		33,500.00
Net Income,		\$30,000.00
Dividends, 5 per cent., Common Stock (p. 186),	\$30,000.00	
Total,		30,000.00
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report],		\$134,367.72
Surplus on June 30, 1903 [for entry on "General Balance Sheet," p. 189],		\$134,367.72

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.
\$1,170,270.83	Cost of road (p. 188),	\$1,170,270.83
228,971.89	Cost of equipment (p. 188),	228,971.89
\$1,399,242.72	Grand Total,	\$1,399,242.72

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.
\$600,000.00	Capital Stock (p. 186),	\$600,000.00
650,000.00	Funded Debt (p. 187),	650,000.00
14,875.00	Accrued Interest on Funded Debt not yet payable,	14,875.00
134,367.72	Profit and Loss (p. 188),	134,367.72
\$1,399,242.72	Grand Total,	\$1,399,242.72

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
Consolidated Mortgage,	All.	36.20	\$13,812.00	All.	None.
General Mortgage,	All.	36.20	4,144.00	All.	None.

Employees and Salaries.

Included in report of the N. Y., N. H. & H. R. R. Co.
General Officers, 4 ; total number of days worked, none.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of line owned by States and Territories (single track).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	26.28	9.92	36.20	36.20

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches ; 36.20 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and A. S. May, of the Danbury & Norwalk Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

A. S. MAY,
for Treasurer.

Subscribed and sworn to before me this 12th day of September, 1903.

JOHN G. PARKER,
Notary Public.

THE EAST GRANBY AND SUFFIELD RAILROAD COMPANY.

History.

Name of common carrier making this report : The East Granby and Suffield Railroad Company.

Date of organization : August 12, 1901.

Under laws of what Government, State, or Territory organized : Connecticut General Railroad Law, Statutes of 1902, Section 3658 *et seq.*

If a consolidated company, name the constituent companies : Not a consolidated company.

Date and authority for each consolidation : Not a consolidated company.

If a reorganized company, give name of original corporation : Not a reorganized company.

What carrier operates the road of this company : The Central New England Railway Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
C. S. HURSH,	Cambridge, Mass.	July 9, 1903.
ARTHUR PERKINS,	Hartford, Conn.,	" "
LORRIN A. COOKE,	Winsted, Conn.,	" "
JOHN R. BUCK,	Hartford, Conn.,	" "
ARTHUR F. EGGLESTON,	Hartford, Conn.,	" "
CHARLES E. PERKINS,	Hartford, Conn.,	" "
CHARLES W. BATES,	East Granby, Conn.,	" "
CHARLES S. BISSELL,	Suffield, Conn.,	" "
THOMAS C. PERKINS,	Hartford, Conn.,	" "

Total number of stockholders at date of last election : 25.

Date of last meeting of stockholders for election of directors : July 24, 1902.

Post-office address of general office : 14 State St., Hartford, Conn.

Post-office address of operating office : Does not operate.

Name and address of officer to whom correspondence regarding this report should be addressed : Arthur Perkins, Secretary and Treasurer, 14 State St., Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	C. S. HURSH,	Cambridge, Mass.
Secretary, }	ARTHUR PERKINS,	14 State St., Hartford, Conn.
Treasurer, }		
Atty., or Gen'l Counsel,	PERKINS & PERKINS,	14 State St., Hartford, Conn.

Property Operated.

See report of operating company.

Name of all Coal, Bridge, Canal, or other Properties.

See report of operating company

Property Leased, or Otherwise Assigned for Operation.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the income account.

NAME.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
The East Granby and Suffield Railroad Company.	Station 22+47.4 on Springfield Br'ch H. & C. W. R. R.	Station 292+58.2 on said Branch.	Central New England Railway Company.	Lease for one year.	3.774

Property Leased, or Otherwise Controlled for Operation.

Date : January 2, 1903.

Grantor : The East Granby and Suffield Railroad Company.

Grantee : The Central New England Railway Company.

Term : Twelve months from January 1, 1903, or such time thereafter as the Railroad Commissioners shall have approved and accepted the railroad of the E. G. & S. R. R.

Property leased : All property of grantor, both real and personal ; all contracts, maps, surveys, and papers, except corporate records and seal, and all profits derived from operation of road.

Rent : \$5,000 for term of lease, payable at end of term, the lessee to pay, also, all taxes on property, franchises, or stock.

Property required for operation and repairs : Lessee to provide rolling stock, etc., necessary for operation, and to operate the road, and also maintain it in repair and make necessary alterations and betterments ; new property added to be paid for by lessor at end of term.

Warranty against suits, etc. : Lessee to assume all loss or damage arising from any act or omission of lessee in use of road, defend all suits at its own expense, and pay all judgments recovered against lessor.

Annual reports : Lessor to make all returns or reports required by law.

Corporate organization : Lessor to maintain its corporate organization at expense of lessee, condemn necessary land, and lessee may use name of lessor in bringing or defending necessary suits.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	1,000	\$100	\$100,000	\$100,000

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Cash Realized on Amount Issued During Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Common, . . .	1,000	\$100,000	1,000	\$100,000

Funded Debt.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.
Cash, \$193.14	Audited Vouchers and Ac- counts, \$229.52
Due from solvent companies and individuals, 2,500.00	
Total Cash & Current Assets, \$2,693.14	
Balance, Current Liabilities, 229.52	
Total, \$3,463.62	Total, \$229.52

Recapitulation.

For mileage owned by road making this report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, . . .	\$100,000.00	\$100,000.00	3.774	\$26,497.08
Total,	\$100,000.00	\$100,000.00	3.774	\$26,497.08

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to Construction or Equipment.	Cost per Mile.
Construction:		
Engineering,	\$2,572.70	\$681.69
Right of Way and Station Grounds,	7,570.76	2,006.03
Grading,	38,116.52	10,099.76
Bridges, Trestles, and Culverts,	21,347.57	5,656.48
Ties,	4,587.27	1,215.49
Rails,	18,192.65	4,820.52
Track Fastenings,	858.40	227.45
Frogs and Switches,	305.75	81.01
Ballast,	1,884.41	499.31
Track Laying and Surfacing,	2,809.96	744.55
Fencing Right of Way,	1,260.45	333.98
Miscellaneous Structures,	52.75	13.97
Legal Expenses,	85.50	22.65
General Expenses,	321.25	85.12
Total Construction,	\$99,965.94	\$26,488.06

No equipment.

Does the absence of any entry under the heading "Included in Operating Expenses," mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes. Does not operate.

Do the amounts entered under the heading "Included in Operating Expenses" cover all expenditures for permanent improvements or betterments charged to Operating Expense Accounts? No entries; same reason.

Income Account.**FOR ROADS MAKING OPERATING REPORTS.**

See report of operating company.

FOR ROADS NOT MAKING OPERATING REPORTS.

Rental due January 1, 1904.

Earnings from Operation.

See report of operating company.

Stocks Owned.

No stocks owned.

Bonds Owned.

No bonds owned.

Rentals Received.

Designation of Property.	Situation of Property Leased.	Name of Company using Property Leased.	Item.
Tracks,	Railroad of E. G. & S. R. R.	C. N. E. Ry. Co.	Rent due Jan. 1, 1904.

Operating Expenses.

See report of operating company.

Rentals Paid.

No rentals paid.

Comparative General Balance Sheet.

Assets.	June 30, 1903.
Cost of Road,	\$99,965.94
Cash and Current Assets,	2,463.62
Total,	\$102,429.56
Liabilities.	June 30, 1903.
Capital Stock,	\$100,000.00

Important Changes During the Year.

No important changes.

Contracts, Agreements, etc.

No agreements other than the lease to the C. N. E. Ry. Co. (see page 193).

Employees and Salaries.

Has no employees.

Traffic and Mileage Statistics.

See report of operating company.

Description of Equipment.

Has no equipment.

Mileage of Line Owned.

State.	Line represented by Capital Stock.	Total Mileage Owned.	Steel Rails.
Connecticut,	3.774	3.774	3.774

Consumption of Fuel by Locomotives.

See report of operating company.

Accidents to Persons.

See report of operating company.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From —	To —	Miles.			
Station 22 + 47.4 Springfield Br. H. & C. W. R. R.	Station 292 + 58.2 on said Branch.	3.774	6	.908	2.866

PROFILE.

ASCENDING GRADES.				DESCENDING GRADES.		
Length of Level Line. Miles.	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
.442	2	38.22	1.202	3	104.72	2.13

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Iron, . . .	2	62	6	27	..	35	6
Wooden, . .	2	26	..	11	..	15	..
Total, . . .	4	88	6	..	..	..	..
Trestles, . .	1	1,239	..	..	..	..	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	No.	Height of Lowest above Surface of Rail.	
		Feet.	Inches.
	2	18	..

Telegraph.

No telegraph owned.

Car Mileage.

See report of operating company.

Taxes and Assessments of All Kinds.

a.—For reporting company's owned and proprietary lines.

State or Territory.	Ad Valorem Tax on the Value of Real and Per- sonal Property.
Connecticut,	\$200.00

b.—For reporting company's leased and operated lines.

No leased lines.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, September 15, 1903.

We, the undersigned, C. S. Hursh, President, and Arthur Perkins, Treasurer, of the East Granby & Suffield Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; that we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHRISTOPHER S. HURSH,
President.

COMMONWEALTH OF MASSACHUSETTS, }
SUFFOLK, ss. }

Then personally appeared Christopher S. Hursh, President.

Subscribed and sworn to before me this 14th day of September, 1903.

WINFIELD F. PRIME,
Notary Public.

ARTHUR PERKINS,
Treasurer.

Subscribed and sworn to before me this 10th day of September, 1903.

JOSEPH P. TUTTLE,
Notary Public.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Name of common carrier making this report: Hartford & Connecticut Western Railroad Company.

Date of organization: June 30, 1881.

Under the laws of what Government, State, or Territory organized: State of Connecticut, January, 1881, Resolution No. 123; January, 1882, Resolution No. 189. State of New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies: Not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

The Hartford & Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage, and was organized June 30, 1881, in accordance with a resolution (No. 123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford & Connecticut Western Railroad Company." By a resolution (No. 189) of the General Assembly of the State of Connecticut, passed at its session January, 1882, permission was given to the Hartford & Connecticut Western Railroad Company to purchase the Rhinebeck & Connecticut Railroad in the State of New York. Chapter 339 of the Laws of 1882 of the State of New York is "An Act to authorize the Hartford & Connecticut Western Railroad Company to Purchase the Rhinebeck & Connecticut Railroad." The Hartford & Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England & Western Railroad Company for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

What carrier operates the road of this company: Central New England Railway Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
J. W. BROCK,	Philadelphia, Penn.	December 15, 1903.
ARTHUR BROCK,	" "	" "
R. M. JANNEY,	" "	" "

Organization. — Continued.

Names of Directors.	Post-office Address.	Expiration of Term.
H. O. SEIXAS,	New York, N. Y.	December 15, 1903.
JAMES ARMSTRONG,	" "	" "
J. K. O. SHERWOOD,	" "	" "
A. C. CHAPIN,	" "	" "
C. W. CHAPIN,	" "	" "
J. H. APPLETON,	Springfield, Mass.	" "
HENRY GAY,	Winsted, Conn.	" "
E. W. SPURR,	Falls Village, Conn.	" "
ROBERT SCOVILLE,	Chapinville, "	" "
JOHN F. ALVORD,	Torrington, "	" "

Total number of stockholders at date of last election: 645.

Date of last meeting of stockholders for election of directors: December 16, 1902.

Post-office address of general office: Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: E. R. Beardsley, Treasurer, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	J. H. APPLETON,	Springfield, Mass.
Vice-President,	C. W. CHAPIN,	New York, N. Y.
Secretary,	E. R. BEARDSLEY,	Hartford, Conn.
Treasurer,	E. R. BEARDSLEY,	" "
Auditor,	H. W. WATSON,	" "

Property Leased, or Otherwise Assigned for Operation.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Hartford & Conn. West'n. Springfield Branch.	Hartford, Conn., Tariffville, Conn.,	Rhinecliff, N. Y., Agawam Jc., Mass.	Central New Eng- land.	Lease.	109.750 14.207
Total Mileage,					123.957

The Hartford & Connecticut Western Railroad was leased to the Central New England & Western Railroad Company under date of February 4, 1890, for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	30,000	\$100.00	\$3,000,000.00	\$2,712,800	2 per cent.	\$28,454.00

Total capital, \$2,712,800.00
 Capital owned by the lessee upon which no dividend was declared, 1,390,100.00
\$1,322,700.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.
Issued for Bonds of the Connecticut Western Railroad Co., . .	19,128
Issued for the purchase of the Rhinebeck & Conn. R. R., . .	8,000
Total,	27,128

REMARKS.—7,851 shares are held by 459 Connecticut residents.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1883 June 30.	1903 July 1.	\$700,000.00	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July, . . .	\$35,000.00	\$35,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 201),	\$700,000.00	\$700,000.00	\$35,000.00	\$35,000.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1903.	
Cash,	\$808.63	Loans and Bills Payable,	\$22,697.99
Due from solvent companies and individuals,	29,300.00	Audited Vouchers and Accounts,	414,435.36
Total—Cash and Current Assets,	\$30,108.63		
Balance—Current Liabilities,	407,024.72		
Total,	\$437,133.35	Total,	\$437,133.35

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 201),	\$2,712,800.00	\$2,712,800.00	123.957	\$21,885.00
Bonds (p. 201),	700,000.00	700,000.00	123.957	5,647.12
Total,	\$3,412,800.00	\$3,412,800.00	123.957	\$27,532.12

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures During Year not included in Operated Ex- penses charged to Construction or Equipment.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Construction,		\$2,921,747.46	\$2,921,747.46	
Engineering,	\$559.66	23,918.51	24,478.17	
Right of Way and Station Grounds,	1,421.69	34,446.02	35,867.71	
Grading,	24,595.81	121,003.25	145,599.06	
Bridges, Trestles, and Cul- verts,	893.11	103,046.82	103,939.93	
Ties,	270.00	17,731.92	18,001.92	
Rails,	500.15	33,464.07	38,964.22	
Track Fastenings,	28.30	6,532.58	6,560.88	
Frogs and Switches,	155.81	1,127.40	1,283.21	
Ballast,		5,947.60	5,947.60	
Track Laying and Sur- facing,	903.19	9,434.66	10,337.85	
Fencing Right of way,		4,869.43	4,869.43	
Crossings, Cattle Guards, and Signs,		10,494.02	10,494.02	
Interlocking or Signal Ap- paratus,	776.00	2,911.82	3,687.82	
Telegraph Lines,	305.81	889.10	1,194.91	
Station Buildings and Fix- tures,	256.92	3,100.83	3,357.75	
Shops, Roundhouses, and Turntables,	26.01		26.01	
Water Stations,		195.10	195.10	
Legal Expenses,		4,692.47	4,692.47	
Interest and Discount,		1,365.06	1,365.06	
General Expenses,		1,136.19	1,136.19	
Total Construction,	\$30,692.46	\$3,313,054.31	\$3,343,746.77	\$26,975.05
Total Equipment,		\$373,867.97	\$373,867.97	\$3,016.11
Grand Total Cost Con- struction, Equipm't, etc., }	\$30,692.46	\$3,686,922.28	\$3,717,614.74	\$29,991.16
Total Cost Cons., Eq'p't, etc., State of Conn., }	19,123.97	2,297,868.32	2,316,997.29	29,991.16

Income Account.

Income from lease of Road,	\$83,577.55	
Total Income,		\$83,577.55
Salaries and Maintenance of Organization,	\$1,000.00	
Interest on Funded Debt accrued (p. 201),	35,000.00	
Taxes (p. 208),	21,123.55	
Total Deductions from Income,		\$57,123.55
Net Income, Dividends, 2 per cent., Common Stock (p. 201),		\$26,454.00

Income Account.—Continued.

Deficit on June 30, 1902 [from "General Balance Sheet," 1902 Report,]	\$10,310.51
Deficit on June 30, 1903 [for entry on "General Balance Sheet," (p. 204)],	10,310.51

Earnings from Operation.

None.

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$3,313,054.31	Cost of Road (p. 203),	\$3,343,746.77	\$30,692.46	.....
373,867.97	Cost of Equipment (p. 203),	373,867.97	.....	.....
99,099.47	Lands Owned,	99,099.47	.....	.....
30,108.63	Cash and Cur. Assets (p. 202)	30,108.63	.....	.....
10,310.51	Profit and Loss (p. 204),	10,310.51	.....	.....
\$3,826,440.89	Grand Total,	\$3,857,133.35	\$30,692.46	.....

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$2,712,800.00	Capital Stock (p. 201),	\$2,712,800.00	.....	.....
7,200.00	Convertible Bonds,	7,200.00	.....	.....
700,000.00	Funded Debt (p. 201),	700,000.00	.....	.....
406,440.89	Current Liabilities (p. 202),	437,133.35	\$30,692.46	.....
\$3,826,440.89	Grand Total,	\$3,857,133.35	\$30,692.46	.....

Important Changes during the Year.

Decrease in mileage by line curved, 0.143.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From—	To—	Miles.		
First Mortgage, .	Hartford,	Rhinecliff,	109.75	6,378 13	Entire.

Employees and Salaries.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers, . . .	1	313	\$1,000 00	\$3.19

Traffic and Mileage Statistics.

None.

Freight Traffic Movement.

None.

Description of Equipment.

Leased.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Iron Rails.	Steel Rails.
	Main Line.	Branches and Spurs.			
Connecticut, . . .	67.25	10.00	77.25	.....	77.25
New York, . . .	42.50	.....	42.50	.....	42.50
Massachusetts, . .	.....	4.20	4.20	.....	4.20
Total Mileage owned,	109.75	14.20	123.95	.....	123.95

Renewals of Rails and Ties.

None.

Consumption of Fuel by Locomotives.

None.

Accidents to Persons.

None.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From—	To—	Miles.			
Hartford, . .	N. Y. State Line.	67.25	177	30.10	37.15
Tariffville, . .	Mass. State Line.	10.00	10	2.01	7.98
Total, . .	.....	77.25	187	32.11	45.13

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
7.34	44	1,711.8	36.43	41	973.2	23.48
1.54	12	157.7	4.97	11	139.5	3.49
8.88	56	1,869.5	41.40	52	1,112.7	26.97

Characteristics of Road. — Continued.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges :							
Iron, . . .	69	2,590	4	1	..	451	..
Wooden, . .	41	367	..	2	..	31	..
Combination, .	3	382	6	99	..	155	..
Total, . . .	113	3,339	10	..	..	..	..
Trestles, . . .	20	4,316	..	36	..	1,600	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAILS.	
		Feet.	Inches.
Bridges,	18	16	6

GAUGE OF TRACK.— 4 feet 8½ inches ; 77.256 miles.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
77.25	221.76	Western Union.	Western Union.

Taxes and Assessments of all Kinds.

State or Territory.	AD VALOREM TAX.		
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends, or other Results of Operation.	Total.
Connecticut, . .	\$711.15	\$13,176.62	\$13,887.77
New York, . .	4,985.90	1,656.32	6,642.22
Massachusetts, . .	12.83	580.73	593.56
Total, . . .	\$5,709.88	\$15,413.67	\$21,123.55

Car Mileage.

None.

Oath.

STATE OF MASSACHUSETTS, } ss.
COUNTY OF HAMPDEN, }

We, the undersigned, Julius H. Appleton, President, and Edward R. Beardsley, Treasurer, of the Hartford & Connecticut Western Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief: and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JULIUS H. APPLETON,
President.

EDWARD R. BEARDSLEY,
Treasurer.

Subscribed and sworn to before me this 26th day of August, 1903.

JOSEPH C. BOOTH,
Justice of the Peace.

MIDDLETOWN, MERIDEN & WATERBURY RAILROAD CO.

History.

Name of common carrier making this report : Middletown, Meriden & Waterbury Railroad Company.

Date of organization : July 1, 1898.

Under laws of what Government, State, or Territory organized : Connecticut.

If a consolidated company, name the constituent companies :

Formed by the consolidation of the Meriden & Cromwell Railroad Company, organized under the General Railroad Laws of Connecticut, July 10, 1882, and the Meriden & Waterbury Railroad Company, organized under the General Railroad Laws of Connecticut, May 24, 1887.

Date and authority for each consolidation : Consolidated under an act entitled "An Act authorizing the consolidation of certain Railroad Companies," passed by the General Assembly of the State of Connecticut, at its January Session, 1887, and to be found on pages 481, 482, and 483, Special Acts, January Session, 1887.

This consolidated company was sold under foreclosure and purchased May, 1896, by A. Heaton Robertson of New Haven, Conn.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized : Meriden, Waterbury & Connecticut River Railroad Company organized by the purchaser, A. Heaton Robertson of New Haven, Conn., on July 1, 1898, as the Middletown, Meriden & Waterbury Railroad Company, by act of the General Assembly of Connecticut, passed at January Session, 1897.

What carrier operates the road of this company : New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
A. HEATON ROBERTSON,	New Haven, Conn.	4th Wednesday of Oct., 1903.
JOHN B. ROBERTSON,	" "	" "
JOHN S. BILLARD,	Meriden,	" "
CHARLES L. ROCKWELL,	" "	" "
JOHN M. HALL,	New Haven,	" "
GEORGE J. BRUSH,	" "	" "
A. D. OSBORNE,	" "	" "
CHARLES F. BROOKER,	Torrington,	" "
CARLOS FRENCH,*	Seymour,	" "

* Died April 14, 1903.

Organization. — Continued.

Total number of stockholders at date of last election : 9.

Date of last meeting of stockholders for election of directors : Oct. 22, 1902.

Post-office address of general office : New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : _____, Treasurer, New Haven, Conn.

Officers.

Title.	Names.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Secretary,	*WM. L. SQUIRE,	" "
Treasurer,	*WM. L. SQUIRE,	" "

* Died June 19, 1903.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 211) :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Middletown, Meriden, & Waterbury.	Middletown	Waterbury.	New York, New Haven, & Hartford R. R. Co.	Lease.	29.50

Property Leased, or Otherwise Controlled for Operation.

Leased to the New York, New Haven & Hartford Railroad Company for fifty years from November 10, 1902, at \$1.00 per share, payable Nov. 10th of each year.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, .	1,000	\$100.00	*\$100,000.00	\$100,000.00	1 per ct.	\$1,000.00

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.
Issued for property on franchise of old road : Common, .	1,000

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital Stock (p. 210),	\$100,000.00	\$100,000.00	29.50	\$3,390.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Total Cost Construction, Equipment, etc., . . .	\$100,000.00	\$100,000.00	\$3,389.83

Income Account.

Income from lease of Road,	\$1,000.00	
Total Income,		<u>\$1,000.00</u>

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.
\$100,000.00	Cost of Road (page 211),	\$100,000.00

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.
\$100,000.00	Capital Stock (page 210),	\$100,000.00

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

Included in report of The N. Y., N. H. & H. R. R. Co. No compensation.

Description of Equipment.

None.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	29.50	29.50	29.50

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches ; 29.50 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and A. S. May, of the Middletown, Meriden & Waterbury Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

A. S. MAY,
for Treasurer.

Subscribed and sworn to before me this 12th day of September, 1903.

JOHN G. PARKER,
Notary Public.

NAUGATUCK RAILROAD COMPANY.

History.

Name of common carrier making this report: Naugatuck Railroad Company.

Date of organization : May, 1845.

Under laws of what Government, State, or Territory organized: State of Connecticut.

Private laws of Connecticut, vol. iv, pp. 944, 949, 950, 951, 952; vol. v, pp. 75, 753. Special laws of Connecticut, vol. vi, pp. 8, 9, 23, 293, 709, 874; vol. vii, p. 114.

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
WILLIAM D. BISHOP,	Bridgeport, Conn.	Third Wednesday in Oct., 1903.
FREDERICK J. KINGSBURY,	Waterbury, "	" "
ROYAL M. BASSETT,	Derby, "	" "
SAMUEL S. DENNIS,	Newark, N. J.	" "
JOEL A. SPERRY,	New Haven, Conn.	" "
JOHN M. HALL,	" "	" "
A. HEATON ROBERTSON,	" "	" "
WILLIAM D. BISHOP, JR.,	Bridgeport, "	" "
CHARLES F. BROOKER,	Torrington, "	" "

Total number of stockholders at date of last election : 461.

Total number of stockholders June 30, 1903, in Connecticut : 347, holding 17,316 shares.

Date of last meeting of stockholders for election of directors : October 15, 1902.

Post-office address of general office : President and Secretary, Bridgeport, Conn.; Treasurer, New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : Treasurer, New Haven, Conn.

Officers.

Title.	Names.	Location of Office.
President,	WILLIAM D. BISHOP,	Bridgeport, Conn.
Secretary,	WILLIAM D. BISHOP,	" "
Treasurer,	* WILLIAM L. SQUIRE,	New Haven, "

* Died June 19, 1903. A. S. May elected Treas. June 22, 1903.

Property Leased, or Otherwise Assigned for Operation.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Naugatuck, .	Naugatuck Junction	Winsted.	New York, New Haven & Hartford R R. Co.	Lease.	56.55
	Watertown	Waterbury.			4.44
Total Mileage,					60.99

Property Leased, or Otherwise Controlled for Operation.

The Naugatuck Railroad was leased, May 24, 1887, to the New York, New Haven & Hartford Railroad Company for 99 years from April 1, 1887, at an annual rental of \$200,000 and interest on the bonds of the Naugatuck Railroad Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$100.00	\$2,000,000.00	\$2,000,000.00	10%	\$200,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	3,976 ^{9.6} / ₁₀₀	\$397,696.00
Issued for Bonds: Common,	2,730	273,000.00
Issued for Construction: Common,	6,758 ^{7.9} / ₁₀₀	675,879.00
Issued for Undivided Earnings: Common,	1,427	142,700.00
Issued for Increased Value of road or equipment or both: Common,	4,488 ^{2.5} / ₁₀₀	448,825.00
Stock charged Profit and Loss for loss on stock sold,	302	30,200.00
Stock charged Profit and Loss for overissue by New York Transfer Agent,	317	31,700.00
Total,	20,000	\$2,000,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage, Debentures,	1883 Oct. 1, 1902	1913 Oct. 1, 1930	\$750,000.00 2,000,000.00	\$150,000.00 274,000.00	\$150,000.00 274,000.00	\$150,000.00 276,200.00
Grand Total,			\$2,750,000.00	\$424,000.00	\$424,000.00	\$426,200.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent. 3½ per cent.	June and December. April and October.	\$6,000.00 3,114.34	\$6,000.00 1,925.00
Grand Total,		\$9,114.34	\$7,925.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 216),	\$150,000.00	\$150,000.00	\$6,000.00	\$6,000.00
Miscellaneous Obligations (p. 216),	274,000.00	274,000.00	3,114.34	1,925.00
Total,	\$424,000.00	\$424,000.00	\$9,114.34	\$7,925.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.
Other Cash Assets, excluding materials and supplies, \$1,689.34	Audited Vouchers & Acct's, \$330,971.41 Rents Due July 1, 1,689.34
Balance, Current Liabilities, 330,971.41	Total, Current Liabilities, \$332,660.75
Total, . . . \$332,660.75	Total, . . . \$332,660.75

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 215),	\$2,000,000.00	\$2,000,000.00	60.99	\$32,792.00
Bonds (p. 216), . .	150,000.00	150,000.00	60.99	6,952.00
Debentures, . . .	274,000.00	274,000.00		
Total, . . .	\$2,424,000.00	\$2,424,000.00		\$39,744.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, not Included in Operating Ex- penses, charged to Construction or Equipment.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Construction :				
Engineering, . . .	\$19,583.09			
Real Estate, . . .	229,802.88			
Grading, . . .	178,461.07			
Bridges, Trestles, and Culverts, . . .	46,184.01			
Ties, . . .	12,190.11			
Rails, . . .	27,840.96			
Track Laying and Surfacing, . . .	70,172.89			
Fencing Right of Way, Station Buildings and Fixtures, . . .	161.75			
General Expenses, .	19,779.13			
	2,995.52			
Total Construction,	\$607,171.41	\$2,024,697.45	\$2,631,868.86	\$43,152.46

Cost of Road, Equipment, and Permanent Improvements—Continued.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Equipment,	\$297,086.57	\$297,086.57	\$4,871.07
Construction,	2,024,697.45	2,631,868.86	43,152.46
Total Cost,	\$2,321,784.02	\$2,928,955.43	\$48,023.53

Income Account.

Income from Lease of Road,	\$207,925.00	
Total Income,		\$207,925.00
Deduction from Income :		
Interest on Funded Debt Accrued, p. 216,	\$7,925.00	
Total Deductions from Income,		\$7,925.00
Net Income,		\$200,000.00
Dividends, 10 per cent., Common Stock, p. 215,	\$200,000.00	
Total,		\$200,000.00
Surplus on June 30, 1902, [from "General Balance Sheet," 1902 Report],		\$272,784.02
*Addition for Year,		\$2,700.00
Surplus on June 30, 1903 [for entry on "General Balance Sheet," p. 219],		\$275,484.02
*Premiums on First \$110,000 of Debenture Bonds, 2 per cent.,		\$2,200.00
Accrued Interest,		500.00

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase Year ending June 30, 1903.
\$2,024,697.45	Cost of Road (p. 218), . . .	\$2,631,868.86	\$607,171.41
297,086.57	Cost of Equipment (p. 218), . .	297,086.57	.....
101,500.00	Lands owned,	101,500.00	.....
.....	Cash and Current Assets (p. 217),	1,689.34	1,689.34
\$2,423,284.02	Grand Total,	\$3,032,144.77	\$608,860.75

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase Year ending June 30, 1903.
\$2,000,000.00	Capital Stock (p. 215), . . .	\$2,000,000.00	.....
150,000.00	Funded Debt (p. 216), . . .	150,000.00	.....
.....	Debenture Bonds,	274,000.00	\$274,000.00
.....	Current Liabilities (p. 217), . .	330,971.41	330,971.41
500.00	Accrued Interest on Funded		
	Debt not yet payable,	1,689.34	1,189.34
272,784.02	Profit and Loss (p. 218), . . .	275,484.02	2,700.00
\$2,423,284.02	Grand Total,	\$3,032,144.77	\$608,860.75

Important Changes During the Year.

None.

Contracts, Agreements, etc.

All contracts, etc., are by Lessee Company.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Income and Securities, Mortgaged.
	From—	To—	Miles.		
First Mortgage	Naugatuck Junc.	Winsted.	60.99	\$2,459.00	None.

Employees and Salaries.

Included in report of the N. Y., N. H. & H. R. R. Co.
General officers, 2 ; yearly compensation, none.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of line owned by States and Territories (single track) :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut.	56.55	4.44	60.99	60.99

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches ; 60.99 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, Wm. D. Bishop, President, and A. S. May, Treasurer, of the Naugatuck Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WM. D. BISHOP,
President.

A. S. MAY,
Treasurer.

Subscribed and sworn to before me this 10th day of September, 1903.

BENJAMIN I. SPOCK,
Notary Public.

THE NEW ENGLAND RAILROAD COMPANY.

History.

Name of common carrier making this report: The New England Railroad Company.

Date of organization: August 26, 1895.

Under laws of what Government, State, or Territory organized: Massachusetts, Laws of 1895, Chapter 484. Connecticut, Laws of 1895, page 8.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Formed by the organization of the purchasers and the associates of the purchasers of the property and franchises of the New York & New England Railroad Company, said property and franchises having been sold under decrees of court for the foreclosure of the second mortgage of the said railroad company, and having been transferred by the aforesaid purchasers of The New England Railroad Company in consideration of the issue of its preferred stock in the sum of five million dollars (\$5,000,000), and of its common stock in the sum of twenty million dollars (\$20,000,000).

NOTE.

Memorandum of laws confirming the organization of The New York & New England Railroad Company, and acts amendatory thereto:

MASSACHUSETTS.

Laws of 1873, chapter 289; laws of 1880, chapter 17; laws of 1880, chapter 260; laws of 1882, chapter 240; laws of 1884, chapter 85; laws of 1887, chapter 201; laws of 1888, chapters 81 and 301; laws of 1889, chapter 348; laws of 1890, chapter 340.

CONNECTICUT.

Laws of 1873, vol. 7, p. 466; laws of 1875, vol. 7, p. 913; laws of 1877, vol. 8, pp. 67 and 72; laws of 1880, v. 8, p. 353; laws of 1880, v. 8, p. 411; laws of 1881, vol. 9, p. 64; laws of 1882, vol. 9, p. 676; laws of 1884, vol. 9, p. 999; laws of 1889, v. 9, p. 1107.

RHODE ISLAND.

Laws of 1873, p. 13; laws of 1882, p. 223; laws of 1884, p. 204.

NEW YORK.

Laws of 1895, chapter 454.

What carrier operates the road of this Company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
ROYAL C. TAFT,	Providence, R. I.	October 22, 1903.
JOHN M. HALL,	New Haven, Conn.	" "
FRANK W. CHENEY,	South Manchester, Conn.	" "
*CARLOS FRENCH,	Seymour, Conn.	" "
J. PIERPONT MORGAN,	New York, N. Y.	" "
FAYETTE S. CURTIS,	Boston, Mass.	" "
EDWARD D. ROBBINS,	Hartford, Conn.	" "
EDWARD G. BUCKLAND,	Providence, R. I.	" "
CHARLES F. BROOKER,	Torrington, Conn.	" "
NATHANIEL THAYER,	Boston, Mass.	" "
GEORGE J. BRUSH,	New Haven, Conn.	" "

* Deceased April 14, 1903.

Total number of stockholders at date of last election: 52.

Date of last meeting of stockholders for election of directors: October 23, 1902.

Post-office address of general office: Boston, Mass.

Name and address of officer to whom correspondence regarding this report should be addressed: H. M. Kochersperger, Comptroller, N. Y., N. H. & H. R. R. Co., New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	EDWARD D. ROBBINS,	Hartford, Conn.
Secretary,	JAMES W. PERKINS,	Boston, Mass.
Treasurer,	GEORGE B. PHIPPEN,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account (p. 226):

Name.	TERMINALS.		By what Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From —	To —			
The New England,	Boston, Mass.,	Hopew'l Jc., N. Y.	N. Y., N. H. & H. R. R.	99 yr. lease.	213.56
"	Wicopee Jc., N. Y.	Fishkill Ldg., N. Y.	"	"	1.71
Providence Branch,	Providence, R. I.,	Willimantic, Ct.	"	"	57.76
Woonsocket "	Cook St., Newton,	Woonsocket, R. I.	"	"	28.67
Southbridge "	E. Thompson, Ct.,	Southbridge, Ms.	"	"	17.36
Dedham "	Dedham Jc., Ms.,	Dedham, Mass.	"	"	1.53
"	Islington, Mass.,	"	"	"	2.00
Melrose "	Melrose, Conn.,	West St., R'kville.	"	"	7.22
Springfield "	E. Hartford, Ct.,	Junc. B. & A. R. R.	"	"	
South Boston Freight		Sp'gfield, Mass.	"	"	28.31
Branch in Boston,	.....	.....	"	"	1.04

Total Mileage, 359.16

Property Leased, or Otherwise Controlled for Operation.

This Company's road is operated by the New York, New Haven & Hartford Railroad Company under lease dated May 10, 1898, for ninety-nine years from July 1, 1898.

The lease of May 10, 1898, provides that the lessee shall pay as rental three per cent. on the preferred stock of the lessor company, interest on bonds, all taxes, rates, charges, and assessments.

The New York, New Haven & Hartford Railroad Company own a majority of both the common and preferred stock.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . .	200,000	\$100.00	\$20,000,000.00	\$20,000,000.00
Preferred, . .	50,000	100.00	5,000,000.00	5,000,000.00
Total, . .	250,000	.....	\$25,000,000.00	\$25,000,000.00

DIVIDENDS DECLARED DURING YEAR.

Rate.	Amount.
3 per cent.	\$150,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.
Issued for property rights and franchises, { Common, . . . Preferred, . . .	200,000 50,000
Total,	250,000

NOTE.—Issued under an act of the Legislature of the State of Connecticut, entitled "An Act to provide for the Incorporation of Purchasers of the Property and Franchises of the New York & New England Railroad Company," approved March 7, 1895; and under an act of the Legislature of the Commonwealth of Massachusetts, entitled similarly to the Connecticut act above referred to and approved June 5, 1895.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When due.				
Con. Mtge. Bonds,	Sep 2 1895	July 1 1945	\$17,500,000	\$5,000,000	\$5,000,000 *	
Miscel. Obligat'ns,	.....	.....	.....	11,500,000	11,500,000	.....
Total, . . .	.....	.....	\$17,500,000	\$16,500,000	\$16,500,000	.....

* Issued for property rights and franchises.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$250,000.00	\$250,000.00
Misc. Obligations,	.....	720,000.00	720,000.00
Total, . . .	.....	\$970,000.00	\$970,000.00

NOTE 1.—The New England Railroad Company holds its title subject to a mortgage given by the New York & New England Railroad Company dated January 1, 1896, for \$10,000,000, maturing Jan. 1, 1905; and holds a portion of its Boston Terminals subject to mortgages given by the New York & New England Railroad Company for \$1,500,000. See balance sheet.

Interest accrued and paid during the year, \$970,000.

NOTE 2.—Issued under an act of the Legislature of the State of Connecticut, entitled, "An act to provide for the Incorporation of Purchasers of the Property and Franchises of the New York & New England Railroad Company, approved March 7, 1895; and in accordance with the third article and the fifth article of the Articles of Association set forth in the Certificate of Incorporation of the New England Railroad Company, filed in the office of the Secretary of State of State of Connecticut, in compliance with the act aforesaid.

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 224),	\$5,000,000	\$5,000,000	\$250,000	\$250,000
Mis. Obligat'ns (p. 224),	11,500,000	11,500,000	720,000	720,000
Total, . . .	\$16,500,000	\$16,500,000	\$970,000	\$970,000

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1903.	
Other Cash Assets (excluding "Materials and Supplies"),	\$886,214.08	Matured Interest Coupons unpaid,	\$130.00
Special Fund,	130.00	Miscellaneous,	35,957.22
Total Cash and Current Assets,	\$886,344.08	Total, Current Liabilities,	\$36,087.22
		Balance, Cash Assets, . .	850,256.86
		Total,	\$886,344.08

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 223),	\$25,000,000.00	\$25,000,000.00	359.16	\$69,607.00
Bonds,	16,500,000.00	16,500,000.00	359.16	45,940.00
Total,	\$41,500,000.00	\$41,500,000.00	359.16	\$115,547.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Total Cost Construction, Equip- ment, etc.,	\$28,798,192.15	\$28,798,192.15	\$80,182.07

Income Account.

Income from Lease of Road,	\$1,120,195.20	
Total Income,		\$1,120,195.20
Deductions from Income:		
Salaries and Maintenance of Organization,	\$195.20	
Interest on Funded Debt accrued (p. 224),	970,000.00	
Total Deductions from Income,		970,195.20
Net Income,		\$150,000.00
Dividends, 3 per cent., Preferred Stock (p. 223),		150,000.00
Deficit on June 30, 1902 [from "General Balance Sheet," 1902 Report],		\$351,550.99
Deficit on June 30, 1903 [for entry on "General Balance Sheet," (p. 226)],		\$351,550.99

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Decrease Year ending June 30, 1903.
\$28,798,192.15	Cost of Road (p. 226),	\$28,798,192.15	.....
11,500,000.00	Stocks owned (p. 227), Under- lying Liens, being Mortgage of the New York & New Eng- land R. R. Co.,	11,500,000.00	
886,414.08	Cash and Current Assets, (p. 225),	886,344.08	\$70.00
351,550.99	Profit and Loss (p. 226),	351,550.99	.....
\$41,536,157.22	Grand Total,	\$41,536,087.22	\$70.00

Comparative General Balance Sheet. — Continued.

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Decrease Year ending June 30, 1903.
\$25,000,000.00	Capital Stock (p. 223), . . .	\$25,000,000.00	.....
5,000,000.00	Funded Debt (p. 224), . . .	5,000,000.00	.....
11,500,000.00	Mortgage Debt of the New York & New England R. R. Co., . .	11,500,000.00	.....
36,157.22	Current Liabilities (p. 225), . .	36,087.22	\$70.00
\$41,536,157.22	Grand Total, . . .	\$41,536,087.22	\$70.00

Important Changes During the Year.

Included in report of New York, New Haven & Hartford R. R. Co.

Contracts, Agreements, etc.

Included in report of New York, New Haven & Hartford R. R. Co.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.
Consolidated Mortgage Bond, . . .	All property owned.	359.16

Employees and Salaries.

Included in report of New York, New Haven & Hartford R. R. Co.

Description of Equipment.

Reported by lessee.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts, . . .	50.63	52.32	102.95	102.95
Connecticut, . . .	134.17	64.70	198.87	198.87
New York, . . .	30.47	....	30.47	30.47
Rhode Island, . . .	....	26.87	26.87	26.87
Total mileage owned, .	215.27	143.89	359.16	359.16

Characteristics of Road.

Included in report of lessee company.

GAUGE OF TRACK — 4 feet 8½ inches; 198.87 miles.

Telegraph.

Owned by another company, but located on property of road making this report.

Miles of Line.	Name of Owner.	Name of Operating Company.
198 87	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and Geo. P. Phippen, Treasurer, of the New England Railroad Company, on our oath do say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

Subscribed and sworn to before me this 12th day of September, 1903.

JOHN G. PARKER,
Notary Public.

GEO. B. PHIPPEN,
Treasurer.

Subscribed and sworn to before me by Geo. B. Phippen, Treasurer, this 14th day of September, 1903.

JAMES W. PERKINS,
Justice of the Peace.

NEW HAVEN & DERBY RAILROAD COMPANY.

History.

Name of common carrier making this report: New Haven & Derby Railroad Company.

Date of organization: Aug. 24, 1867.

Under laws of what Government, State, or Territory organized: General railroad laws, State of Connecticut.

What carrier operates the road of this Company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
S. E. MERWIN,	New Haven, Conn.	Last Wednesday in Oct., 1903.
N. D. SPERRY,	" "	" "
FRANKLIN FARREL,	Ansonia, "	" "
THOMAS WALLACE,	" "	" "
J. PIERPONT MORGAN,	New York, N. Y.	" "
WM. ROCKEFELLER,	" "	" "
JOHN M. HALL,	New Haven, Conn.	" "
WILLIAM E. BARNETT,	" "	" "
GEORGE J. BRUSH,	" "	" "

Total number of stockholders at date of last election: 20.

" " " " " in Connecticut, 15.

Stock held in Connecticut, 4,483 shares.

Date of last meeting of stockholders for election of directors, Oct. 29, 1902.

Post-office address of general office, New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven Conn.
Vice-President,	WILLIAM E. BARNETT,	" "
Secretary,	H. M. KOCHERSPERGER,	" "
Treasurer,	* W. L. SQUIRE,	" "

* Died June 19, 1903.

Property Operated.

None.

Property Leased, or Otherwise Assigned for Operation.

Name.	TERMINALS.		By what Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From—	To—			
New Haven & Derby Railroad.	New Haven Derby	Ansonia. Huntington.	New York, New Haven & Hartford R. R. Co.	Lease.	12.90 3.79
Total Mileage,					16.69

Property Leased, or Otherwise Controlled for Operation.

All the railroad and property of the Company leased to the New York, New Haven & Hartford Railroad Company for 99 years from July 1, 1892. Annual rental, 3% dividends on the capital stock to and including June 30, 1895, and 4% thereafter during term of lease, interest of funded debt, all taxes and assessments.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	7,000	\$100.00	\$700,000.00	\$447,000.00	4%	\$17,880.00

Manner of Payment for Capital Stock.	Total number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common,	4,470	\$447,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1870	1900	\$225,000.00	\$225,000.00	\$225,000.00	\$225,000.00
Consol'd Mtg.,	1888	1918	800,000.00	575,000.00	575,000.00	575,000.00
Mtg. Certificate,	1888	1900	480,000.00	480,000.00	480,000.00	480,000.00
Total,			\$1,505,000.00	\$1,280,000.00	\$1,280,000.00	\$1,280,000.00

Funded Debt. — Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	February and August.	.....	.....
5 per cent.	May and November.	\$28,750.00	\$28,750.00
6 per cent.	February and August.	.....	.....
Total, .	.....	\$28,750.00	\$28,750.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtg. Bonds (p. 230),	\$1,280,000.00	\$1,280,000.00	\$28,750.00	\$28,750.00

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 230),	\$447,000.00	\$447,000.00	16.69	\$26,782.00
Bonds (p. 230), . . .	1,280,000.00	1,280,000.00	16.69	76,693.00
Total,	\$1,727,000.00	\$1,727,000.00	.....	\$103,475.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Total Construction,	\$1,559,391.10	1,159,391.10	\$93,432.61
Total Equipment,	200,675.62	\$200,675.62	12,023.70
Grand Total Cost Construction, } Equipment, etc., }	\$1,760,066.72	\$1,760,066.72	\$105,456.31

Income Account.

Income from Lease of Road,	\$46,630.00	
Total Income,		\$46,630.00
Deductions from Income :		
Interest on funded debt accrued (p. 231),	\$28,750.00	
Total Deductions from Income,		28,750.00
Net Income,		\$17,880.00
Dividends, 4 per cent., Common Stock (p. 230),	\$17,880.00	
Total,		17,880.00
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 report],		\$28,275.05
Surplus on June 30, 1903 [for entry on "General Balance Sheet" p. 232],		28,275.05

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.
\$1,559,391.10	Cost of Road (p. 231),	\$1,559,391.10
200,675.62	Cost of Equipment,	200,675.62
\$1,760,066.72	Grand Total,	\$1,760,066.72

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.
\$447,000.00	Capital Stock (p. 230),	\$447,000.00
1,280,000.00	Funded Debt (p. 230),	1,280,000.00
4,791.67	Accrued interest on funded debt not yet payable,	4,791.67
23,275.05	Profit and Loss (p. 232),	23,275.05
\$1,760,066.72	Grand Total,	\$1,760,066.72

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
First Mortgage, . . .	All.	16.69	\$13,481.00	All.	None.
Consolidated Mortgage,	"	16.69	34,452.00	"	"
Mortgage Certificates,	"	16.69	28,760.00	"	"

Employees and Salaries.

Included in report of the N. Y., N. H. & H. R. R. Co.
General officers, 4. Compensation, none.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of line owned by States and Territories (single track) :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	12.90	3.79	16.69	16.69

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK—4 feet 8½ inches ; 16.69 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and A. S. May, of the New Haven & Derby Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

A. S. MAY,
for Treasurer.

Subscribed and sworn to before me this 12th day of September, 1903.

JOHN G. PARKER,
Notary Public.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Name of common carrier making this report: The New Haven & Northampton Company.

Date of organization: 1862.

Under laws of what Government, State, or Territory organized: Under the laws of the States of Massachusetts and Connecticut (Massachusetts Special Laws, vol. xi, pp. 286, 653; Massachusetts Special Laws, vol. xii, pp. 25, 736, 822; Massachusetts Special Laws, vol. xiii, p. 484; Massachusetts Special Laws, vol. xiv, pp. 386, 485, 623; Massachusetts Special Laws, vol. xv, pp. 677, 1430; Connecticut Private Laws, vol. v, pp. 460, 724; Connecticut Special Laws, vol. vi, pp. 217, 303, 733; Connecticut Special Laws, vol. vii, pp. 267, 871, 987; Connecticut Special Laws, vol. viii, pp. 296, 419, 420; Connecticut Private Acts, 1870, pp. 146, 198; Connecticut Special Acts, 1875, p. 130; Connecticut Special Acts, 1876, p. 119).

If a consolidated company, name the constituent companies: The constituent companies were: The original New Haven & Northampton Company (Massachusetts Special Laws, vol. vii, pp. 675, 691; Connecticut Private Laws, vol. i, p. 308; Connecticut Private Laws, vol. iii, p. 294; Connecticut Private Laws, vol. iv, pp. 883, 932, 933, 984, 985, 1334; Connecticut Private Acts, 1847, p. 104). The Hampden R. R. Company (Massachusetts Special Laws, vol. ix, p. 546). The Northampton & Westfield Railroad Corporation (Massachusetts Special Laws, vol. ix, p. 561). The Hampshire & Hampden Railroad Corporation (Massachusetts Special Laws, vol. ix, pp. 767, 773; Massachusetts Special Laws, vol. x, pp. 552, 742, 922). And the Farmington Valley Railroad Company (Private Laws of Connecticut, vol. iv, pp. 893, 896; Connecticut Private Acts, 1858, p. 125; Connecticut Private Acts, 1862, p. 94; Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation: In 1853, the Hampden R. R. Co., with the Northampton & Westfield R. R. Corporation, forming the Hampshire & Hampden Railroad Corporation; in 1862, the Hampshire & Hampden Railroad Corporation with the original New Haven & Northampton Company, and in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see acts above cited.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Originally in Connecticut. The President, Directors, and Company of the Farmington Canal (Private Laws of Connecticut, vol. i, pp. 300, 307, 308, 318), and in Massachusetts, the Hampshire & Hampden Canal Company (Massachusetts Special Laws, vol. vi, pp. 40, 320, 702, 829; Massachusetts Special Laws, vol. vii, p. 186).

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
GEORGE J. BRUSH,	New Haven, Conn.	January 6, 1904.
A. HEATON ROBERTSON,	" "	" "
JOHN M. HALL,	" "	" "
WILLIAM E. BARNETT,	" "	" "
SAMUEL E. MERWIN,	" "	" "
*WILLIAM L. SQUIRE,	" "	" "
ARTHUR D. OSBORNE,	" "	" "
FAYETTE S. CURTIS,	Boston, Mass., So. Term. Sta.	" "
JOHN C. HAMMOND,	Northampton, Mass.	" "

* Deceased.

Total number of stockholders at date of last election: 11.

Date of last meeting of stockholders for election of directors: January 7, 1903.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Edward A. Ray, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
First Vice-President,	WILLIAM E. BARNETT,	" "
Secretary-Treasurer,	EDWARD A. RAY,	" "

Property Operated.

Reported by Lessees.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 239):

Name.	TERMINALS.		By What Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To—			
N. H. & Northampton.	New Haven	Conway Jc.	New York, New Haven & Hartford R. R. Co.	Lease 99 yrs.	94.64
Collinsville Branch.	Farmington	N. Hartford.	do. do.	"	14.09
Williamsburg Branch.	Northampton	Williamsb'g.	do. do.	"	7.51
Turners Falls Branch.	So. Deerfield	Turners Falls.	do. do.	"	10.07
Holyoke & Westville.	Westfield	Holyoke.	do. do.	"	10.32
Total Mileage,	.	.	.	.	136.63

Property Leased, or Otherwise Controlled for Operation,

Leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from the first day of April, 1887, at one per cent. on the capital stock for three years; two per cent. on capital stock for second three years; three per cent. on capital stock for third three years, and four per cent. on capital stock thereafter, and interest on bonds issued or guaranteed by the lessors, and all taxes, rates, etc., assessed or imposed.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	50,000	\$100.00	\$5,000,000.00	\$2,460,000.00	4 per ct.	\$98,400.00

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Approximate,	18,820	\$1,882,000.00
Issued for Construction: Approximate,	5,780	578,000.00
Total,	24,600	\$2,460,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue	When Due.				
Mtg. & Sinking Fund,	1879	1909	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Northern Extension,	1881	1911	700,000	700,000	700,000	700,000
Convertible,*	1886	1904	700,000	700,000	700,000	700,000
Total, . . . . .	.....	.....	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000

* Issued as convertible into capital stock, but by subsequent agreement with holders the convertible rights were canceled.

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	April and October.	\$72,000.00	\$72,000.00
5 per cent.	April and October.	35,000.00	35,000.00
5 per cent.	January and July.	35,000.00	35,000.00
.....	Total,	\$142,000.00	\$142,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bonds (p. 237),	\$1,900,000.00	.....	.....	.....
Mis. Obliga. (p. 237),	700,000.00	.....	.....	.....
Total,	\$2,600,000.00	\$2,600,000.00	\$142,000.00	\$142,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.
Cash, \$228.04	Current Liabilities, \$228.04

Recapitulation.

For mileage by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 237), .	\$2,460,000.00	.....	.....	.....
Bonds (p. 237), . . .	2,600,000.00	.....	.....	.....
Total,	\$5,060,000.00	\$5,060,000.00	126.31	\$40,060.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to October 1, 1887, when Surrendered to Lessees.	Cost per Mile.
Total Construction,	\$5,731,586.62	.....
Equipment :		
Locomotives,	317,419.96	.....
Passenger Cars,		
Sleeping, Parlor, and Dining Cars, }		
Baggage, Express, and Postal Cars, }	130,405.59	.....
Combination Cars,		
Freight Cars,		
Other Cars of all classes, }	392,351.51	.....
Floating Equipment,		
Steam Excavator,	10,253.56	.....
Total Equipment,	\$850,430.62	.....
Grand Total Cost Construction, Equipment, etc.,	\$6,582,017.24	\$52,110.00

Operated and improved by Lessees who alone can answer these questions.

We have no accounts from which we can give details as called for on opposite page.

Income Account.**Income from Lease of Road :**

Interest on Bonds,	\$142,000.00	
Dividend on Stock,	98,400.00	
Rent of H. & W. R. R.,	42,347.56	
Paid Sinking Fund,	15,000.00	— \$297,747.56
Dividends on Stocks owned (p. 237),	2,326.00	
Total Income,		\$300,073.56

Income Account.—Continued.

Deductions from Income :

Salaries and Maintenance of Organization,	\$135.00
Interest on Funded Debt accrued (p. 238),	142,000.00
Rents paid for Lease of Road (p. 241),	42,347.56
Contribution to Sinking Fund,	15,000.00

Total deduction from Income,	199,482.56
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Net Income,	\$100,591.00
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Dividends, 4 per cent., common stock (p. 237),	98,400.00
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Surplus from Operations of Year ending June 30, 1903,	\$2,191.00
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Surplus on June 30, 1902 (from "General Balance Sheet," 1902, Report),	1,550,391.78
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Surplus on June 30, 1903 (for entry on "General Balance Sheet" (p. 241),	\$1,552,582.78
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Earnings from Operation.

Operated by Lessees.

Stocks Owned.*a.* Railway Stocks :

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
44 shares N. Y., N. H. & H. R. R.,	\$4,400.00	....	\$266.00	\$9,337.50
200 " Holyoke & Westfield R. R.,	20,000.00	....	2,000.00	20,000.00
<i>b.</i> Other Stocks :				
Southington Water Co.,	1,000.00	6%	60.00	1,000.00
Grand Total — <i>a</i> and <i>b</i> ,	\$25,400 00	....	\$2,326.00	\$30,337.50

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Operated by Lessees.

Rentals Paid.

Rents paid for lease of road :

Name of Road.	Interest on Bonds Guaranteed.	Cash for 50 per cent. Earnings.	Total.
Holyoke & Westfield R. R.	\$8,000.00	\$34,347.56	\$42,347.56

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$5,731,586.62	Cost of Road (p. 239), . .	\$5,731,586.62	.....	.....
850,430.62	Cost of Equipment (p. 239), . .	850,430.62	.....	.....
27,612.50	Stocks Owned (p. 240), . .	30,337.50	\$2,725.00	.....
762.04	Cash and Current Assets (p. 238),	228.04	.....	\$534.00
345,000.00	Sinking Fund,	360,000.00	15,000.00	.....
\$6,955,391.78	Grand Total,	\$6,972,582.78	\$17,725.00	\$534.00

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase Year ending June 30, 1903.
\$2,460,000.00	Capital Stock (p. 237),	\$2,460,000.00	.....
2,600,000.00	Funded Debt (p. 237),	2,600,000.00	.....
345,000.00	Sinking Fund,	360,000.00	\$15,000.00
1,550,391.78	Profit and Loss (p. 240),	1,552,582.78	2,191.00
\$6,955,391.78	Grand Total,	\$6,972,582.78	\$17,191.00

Important Changes During the Year.

Operated by Lessees.

Contracts, Agreements, etc.

Operated by Lessees.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From —	To —	Miles.		
Mortgage and Sinking Fund, \$1,200,000.00.	New Haven	Williamsburg.	83.84	All.
Northern Ext'n, \$700,000.00.	Farmington	New Hartford.	14.09	.....
	Northampton	Conway Junc.	18.31	.....
	So. Deerfield	Turners Falls.	10.07	.....
			136.31	\$15,042.35	

Employees and Salaries.

General Officers — 3 ; Treasurer,	Total Yearly Compensation. \$100.00
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Traffic and Mileage Statistics.

Reported by Lessees.

Freight Traffic Movement.

Reported by Lessees.

Description of Equipment.

Reported by Lessees.

Mileage.

Reported by Lessees.

Accidents.

Reported by Lessees.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From —	To —	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
New Haven . . .	Conway Junc.	94.64	159	24.16	70.48
Northampton . .	Williamsburg.	7.51	25	3.20	4.31
So. Deerfield . .	Turner's Falls.	10.07	16	2.14	7.93
Farmington . . .	New Hartford	14.09	44	7.71	6.38
Westfield	Holyoke.	10.32	15	2.05	8.27
Total, . . . . .	.....	136.63	259	39.26	97.37

Characteristics of Road.—Continued.

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
30.48	57	1,028	37.74	49	800	26.42
4.37	3	368	7.14			
4.54	8	81	2.81	5	116	2.72
2.30	12	243	9.33	6	67	2.46
3.14	5	190	3.63	2	225	3.55
44.83	85	1,910	60.65	62	1,208	35.15

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	
		Feet.	Inches.
Bridges :			
Stone,	31	457	3
Iron,	77	5,013	7
Wooden,	8	545	..
Total,	116	6,015	10

OVERHEAD HIGHWAY AND RAILROAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :—Bridges,	30	14	..
Conduits,	1	14	3
Total,	31	..	..
Overhead Railway Crossings :—Bridges,	4	14	..

GAUGE OF TRACK—4 feet 8½ inches ; 126.31 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
126.31	126.31	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Reported by Lessees.

Taxes and Assessments of All Kinds.

Reported by Lessees.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, William E. Barnett, Vice-President, and Edward A. Ray, Treasurer, of the New Haven & Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WILLIAM E. BARNETT,
Vice-President.

EDWARD A. RAY,
Treasurer.

Subscribed and sworn to before me this 22d day of August, 1903.

AVERY CLARK,
Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Under laws of what Government, State, or Territory organized: States of Massachusetts and Connecticut.

If a consolidated company, name the constituent companies: New London Northern Railroad Company and Amherst, Belchertown & Palmer Railroad Company.

Date and authority for each consolidation: February 4, 1860, Acts of Massachusetts and Connecticut.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: New London, Willimantic & Palmer Railroad Company.

What carrier operates the road of this company: Central Vermont Railway Company.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
ROBERT COIT,	New London, Conn.,	February 3, 1904.
AUGUSTUS BRANDEGEE,	" "	" "
C. H. OSGOOD,	Norwich, "	" "
JAMES A. RUMRILL,	Springfield, Mass.,	" "
THOMAS B. EATON,	Worcester,	" "
E. C. SMITH,	St. Albans, Vt.,	" "
JOHN C. AVERILL,	Norwich, Conn.,	" "
GUILFORD SMITH,	South Windham, Conn.,	" "

Total number of stockholders at date of last election: 377.

Date of last meeting of stockholders for election of directors: February 4, 1903.

Give post-office address of general office: New London, Conn.

Give post-office address of operating office: St. Albans, Vt.

Name and address of officer to whom correspondence regarding this report should be addressed: J. A. Southard, Secretary, New London, Conn.

Officers.

Title.	Names.	Location of Office.
President,	ROBERT COIT,	New London, Conn.
Secretary,	J. A. SOUTHARD,	" "
Treasurer,	ROBERT COIT,	" "
Attorney, or General Counsel,	AUGUSTUS BRANDEGEE,	" "

Officers of Lessees.

Auditor,	W. G. CRABBE,	St. Albans, Vt.
General Manager,	E. H. FITZHUGH,	" "
Asst. Superintendent,	E. D. NASH,	New London, Conn.
Supt. of Telegraph,	M. MAGIFF,	St. Albans, Vt.
General Freight Agent,	J. E. DALRYMPLE,	" "
General Passenger Agent,	J. E. BENTLEY,	" "

Property Operated.

Name of every railroad the operators of which are included in the Income Account (p. 249):

Name.	TERMINALS.		Miles of Line for each Road named.
	From —	To —	
New London Northern,	New London, Conn.,	Brattleboro, Vt.,	121

Property Leased, or Otherwise Assigned for Operation.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the Income Account (249):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
New London Northern.	New London,	Brattleboro, Vt.	Cent. Vermont.	Lease.	121
Brattleboro & Whitehall.	Conn. Brattleboro, Vt.	Londonderry, "	" "	"	36
Total Mileage,	.	.	.	.	157

Property Leased, or Otherwise Controlled for Operation.

Leased to the Central Vermont Railroad Company (succeeded by Central Vermont Railway Company) for ninety-nine years from December 1, 1891, at a rental of \$211,000 per annum, lease assumed by Central Vermont Railway Company May 1, 1899. From August 1, 1899, \$2,552.50 annually, additional, for rental of Palmertown siding.

Capital Stock.

(Company's Account.)

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$100.00	\$2,000,000.00	\$1,500,000.00	9 per ct.	\$135,000.00

Manner of Payment for Capital Stock.	Total Cash Realized.
Issued for Cash : Common,	\$340,673.33
Issued for Bonds,	1,102,660.00
Issued for stock of Amherst, Belchertown & Palmer Railroad,	56,666.67
Total,	\$1,500,000.00

Funded Debt.

(Company's Account.)

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated, .	1880	1910	\$812,000	\$812,000	\$812,000	\$847,066.65
Consolidated, .	1885	1910	300,000	300,000	300,000	304,530.00
Consolidated, .	1892	1910	388,000	388,000	388,000	393,877.00
Grand Total, .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000	\$1,545,473.65

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4 per cent.	January and July.	12,000.00	12,000.00
4 per cent.	January and July.	15,520.00	15,520.00
Total,	.....	\$68,120.00	\$68,120.00

Recapitulation of Funded Debt.

(Company's Account.)

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 247),	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

Current Assets and Liabilities.

(Company's Account.)

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.
Cash, \$65,127.58	Loans and Bills Payable, \$15,000.00
Due from Solvent Companies and Individuals, 1,000.00	Audited Vouchers and Accounts,37
	Dividends not called for, 2,697.80
	Matured Interest Coupons unpaid, 294.34
	Total — Current Liabilities, \$17,992.51
	Balance — Cash Assets, 48,135.07
Total, \$66,127.58	Total, \$66,127.58

Recapitulation.
(Company's Account.)

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 247), . .	\$1,500,000.00	\$1,500,000.00	121	\$12,396.69
Bonds (p. 247),	1,500,000.00	1,500,000.00	121	12,396.69
Total,	\$3,000,000.00	\$3,000,000.00	121	\$12,396.69

Cost of Road, Equipment, and Permanent Improvements.
(Company's Account.)

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Total Construction,	\$3,064,629.47	\$3,064,629.47	\$25,827.52
Total Equipment,	248,420.44	248,420.44	2,053.06
Grand Total Construction, Equipment, etc.,	\$3,313,049.91	\$3,313,049.91	\$27,880.58

Income Account.

(Lessee's Account.)

Gross Earnings from Operation (p. 250),	\$1,014,554.52	
Less Operating Expenses (p. 252),	978,058.35	
Total Income,		\$36,496.17
Deductions from Income:		
Rents paid for Lease of Road (p. 253),	\$203,952.50	
Taxes,	50,135.60	
Total Deductions from Income,		254,088.10
Deficit,		\$217,591.93
Deficit from Operations of Year ending June 30, 1903,		\$217,591.93

(Company's Account.)

Income from Lease of Road,	\$213,552.51	
Interest,	674.75	
Total Income,		\$214,227.26
Deductions from Income:		
Salaries and Maintenance of Organization,	\$1,760.01	
Interest on Funded Debt accrued (p. 248),	68,120.00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	600.00	
Total Deductions from Income,		\$73,480.01
Net Income,		\$140,747.25
Dividends, 9 per cent., Common Stock (p. 247),		135,000.00

Income Account.—Continued. —

Surplus from Operations of year ending June 30, 1903,	\$5,747.25
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report],	510,437.73
Surplus on June 30, 1903 [for entry on "General Balance Sheet" (p. 253)],	<u>\$516,184.98</u>

Earnings from Operation.

(Lessee's Account.)

Item.	Total Receipts.	Deductions, Acc. of Repay- ments, etc.	Actual Earnings.
Passenger— Passenger Revenue,	\$203,778.25		
Less Repayments— Tickets Redeemed,		\$264.58	
Excess Fares refunded,		2,384.80	
Total Deductions,		\$2,649.38	
Total Passenger Revenue,			\$201,128.87
Mail,	17,927.32		
Express,	18,281.38		
Extra Baggage and Storage,	2,220.01		
			38,428.71
Total Passenger Earnings,			\$239,557.58
Freight— Freight Revenue,	778,295.30		
Less Repayments— Overcharge to shippers,		27,384.66	
Total Deductions,		\$27,384.66	
Total Freight Revenue,			750,910.44
Total Freight Earnings,			
Total Passenger and Freight Earnings,			\$990,468.02
Other Earnings from Operation : Rents not otherwise provided for,	24,086.50		
Total Other Earnings,			\$24,086.50
Total Gross Earnings from Operation, } Entire Line, }			\$1,014,554.52

Bonds Owned.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Brattleboro & Whitehall,*	\$150,000.00	6%	None.	\$150,000.00

* Not issued.

Operating Expenses.

(Lessees' Account.)

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway,	\$51,839.81
Renewals of Rails,	3,725.78
Renewals of Ties,	21,787.60
Repairs and Renewals of Bridges and Culverts,	5,557.12
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	6,357.72
Repairs and Renewals of Buildings and Fixtures,	8,106.57
Repairs and Renewals of Docks and Wharves,	3,943.96
Repairs and Renewals of Telegraph,	624.30
Stationery and Printing,	156.86
Other Expenses,	86.40
Total,	\$102,186.12
Maintenance of Equipment:	
Superintendence,	\$6,335.08
Repairs and Renewals of Locomotives,	9,106.74
Repairs and Renewals of Passenger Cars,	5,344.73
Repairs and Renewals of Freight Cars,	12,151.06
Repairs and Renewals of Work Cars,	146.59
Repairs and Renewals of Shop Machinery and Tools,	142.24
Stationery and Printing,	341.24
Other Expenses,	2,989.05
Total,	\$36,556.73

Operating Expenses.—Continued.

Item.	Amount.
Conducting Transportation:	
Superintendence,	\$13,890.16
Engine and Roundhouse Men,	59,977.02
Fuel for Locomotives,	229,126.17
Water Supply for Locomotives,	3,819.14
Oil, Tallow, and Waste for Locomotives,	3,142.24
Other Supplies for Locomotives,	1,068.97
Train Service,	51,837.35
Train Supplies and Expenses,	8,901.83
Switchmen, Flagmen, and Watchmen,	22,341.83
Telegraph Expenses,	15,783.50
Station Service,	236,737.40
Station Supplies,	10,706.36
Car Mileage—Balance,	41,716.21
Hire of Equipment—Balance,	36,087.76
Loss and Damage,	18,613.24
Injuries to Persons,	8,812.21
Clearing Wrecks,	2,591.16
Advertising,	2,040.31
Outside Agencies,	14,855.87
Commissions,	1,597.43
Rents of Buildings and Other Property,	22,766.66
Stationery and Printing,	7,227.01
Other Expenses,	370.34
Total,	\$814,010.17
General Expenses:	
Salaries of General Officers,	\$5,556.23
Salaries of Clerks and Attendants,	12,223.50
General Office Expenses and Supplies,	1,516.84
Insurance,	2,892.91
Law Expenses,	1,748.55
Stationery and Printing (General Offices),	1,154.20
Other expenses,	206.10
Total,	\$25,305.33
Recapitulation of Expenses:	
Maintenance of Way and Structures,	\$102,186.12
Maintenance of Equipment,	36,556.73
Conducting Transportation,	814,010.17
General Expenses,	25,305.33
Grand Total,	\$978,058.35

Percentage of expenses to earnings — entire line, 96.

Rentals Paid.

(Lessee's Account.)

Name of Road.	Cash.	Total.
New London Northern,	\$203,952.50	\$203,952.50

Comparative General Balance Sheet.

(Company's Account.)

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$3,064,629.47	Cost of road (p. 249), .	\$3,064,629.47	.....	.....
248,420.44	Cost of equipment (p. 249),	248,420.44	.....	.....
150,000.00	Bonds owned (p. 251), .	150,000.00	.....	.....
5,000.00	Steamboat property, .	5,000.00	.....	.....
65,451.91	Cash and Current Assets (p. 248),	66,127.58	\$675.67	.....
\$3,533,501.82	Grand Total, . . .	\$3,534,177.49	\$675.67	.....

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$1,500,000.00	Capital Stock (p. 247), .	\$1,500,000.00	.....	.....
1,500,000.00	Funded Debt (p. 247), .	1,500,000.00	.....	.....
23,064.09	Current Liabilities (p. 248),	17,992.51	.....	\$5,071.58
510,437.73	Profit and Loss (p. 250),	516,184.98	\$5,747.25	.....
\$3,533,501.82	Grand Total, . . .	\$3,534,177.49	\$675.67	.....

Security for Funded Debt—(p. 248).

(Company's Account.)

Class of Bond or Obligation.	WHEAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
Consolidated,	New London, Ct.	Brattleboro, Vt.	121	\$12,396.69

Employees and Salaries.

(Lessee's Account.)

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
Other Officers,	1	365	\$2,400.00	\$6.58
General Office Clerks,	2	730	1,080.00	1.48
Station Agents,	34	12,014	19,020.10	1.58
Other Station Men,	338	96,904	112,142.14	1.16
Enginemen,	26	11,403	31,500.28	2.76
Firemen,	26	11,681	18,714.10	1.60
Conductors,	18	7,100	22,014.10	3.10
Other Trainmen,	45	14,720	27,542.14	1.87
Machinists,	21	6,602	12,989.30	1.97
Carpenters,	26	7,800	16,231.52	2.08
Other Shopmen,	8	3,700	4,904.19	1.33
Section Foremen,	32	8,114	14,240.21	1.76
Other Trackmen,	94	23,215	29,941.22	1.29
Switchmen, Flagmen, and Watchmen, .	60	18,110	20,295.14	1.12
Telegraph Operators and Dispatchers, .	19	6,113	12,854.22	2.10
All other Employees and Laborers, .	8	2,740	2,751.22	1.51
Total (including "General Officers"), .	758	231,311	\$348,619.98	.....
Distribution of above: .				
General Administration,	3	1,095	3,480.00	3.18
Maintenance of Way and Structures, .	152	39,129	60,412.95	1.54
Maintenance of Equipment,	29	10,302	17,893.59	1.74
Conducting Transportation,	574	180,785	266,833.44	1.48
Total (including "General Officers"), .	758	231,311	\$348,619.98	.....

Traffic and Mileage Statistics—Entire Line.

(Lessee's Account.)

Item.	No. Passengers, Tonnage, Car Mileage, Number Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	531,006			
No. of passengers carried one mile,	8,804,928			
No. of pass'gers carried 1 mile per mile of r'd,	71,295			
Average distance carried, miles,	16.58			
Total passenger revenue (p. 250),		201,128	87	
Average am't received from each passenger,			37	8.77
Average receipts per passenger per mile,			02	2.84
Total passenger earnings (p. 250),		239,557	58	
Passenger earnings per mile of road,		1,939	74	
Passenger earnings per train mile,			77	9.96
Freight Traffic:				
No. of tons carried of freight earning revenue (p. 256),	1,231,020			
No. of tons carried one mile,	57,500,196			
No. of tons carried one mile per mile of road,	465,589			
Average distance haul of one ton, miles,	46.71			
Total freight revenue (p. 250),		750,910	44	
Average am't received for each ton of freight,			60	9.99
Average receipts per ton per mile,			01	3.06
Total freight earnings (p. 250),		750,910	44	
Freight earnings per mile of road,		6,080	25	
Freight earnings per train mile,		1	51	6.32
Total Traffic:				
Gross earnings from operation (p. 250),		1,014,554	52	
Gross earnings from operation per mile of r'd,		8,215	02	
Gross earnings from operation per train mile,			1	4.46
Operating expenses (p. 252),		978,058	35	
Operating expenses per mile of road,		7,919	50	
Operating expenses per train mile,			1	8.98
Income from operation (p. 249),		36,496	17	
Income from operation per mile of road,		295	52	
Car Mileage, etc.:				
Mileage of passenger cars,	985,927			
Average No. of passenger cars per train mile,	3.21			
Average No. of passengers per train mile,	29.			
Mileage of loaded freight cars,	9,159,236			
Mileage of empty freight cars,	1,748,352			
Average No. of freight cars per train mile,	22.03			
Average No. of loaded cars per train mile,	18.50			
Average No. of empty cars per train mile,	3.53			
Average No. of tons of freight per train mile,	116.11			
Av. No. of tons of freight per loaded car mile,	6.28			
Average mileage operated during year,	121.			

Freight Traffic Movement—Entire Line.

(Lessee's Account.)

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	1,285	23,632	24,917	2.03
Flour,	105	9,178	9,283	.76
Other Mill Products,	694	10,287	10,981	.89
Hay,	3,001	32,787	35,788	2.91
Products of Animals:				
Live Stock,	1,326	1,872	3,198	.26
Other Packing-house Products,	701	10,522	11,223	.91
Poultry, Game, and Fish,	330	1,633	2,013	.16
Wool,	679	3,999	4,678	.38
Hides and Leather,	891	9,985	10,876	.88
Products of Mines:				
Anthracite Coal,		20,768	20,768	1.69
Bituminous Coal,		60,719	60,719	4.93
Coke,		399	399	.03
Ores,		829	829	.07
Stone, Sand, and other like articles,	45,446	34,826	80,272	6.52
Products of Forest:				
Lumber,	37,657	38,219	75,876	6.16
Manufactures:				
Petroleum and other Oils,		7,629	7,629	.62
Sugar,		15,918	15,918	1.29
Iron—Pig and Bloom,		2,011	2,011	.16
Cement, Brick, and Lime,	3,086	9,783	12,869	1.05
Agricultural Implements,	317	2,412	2,729	.22
Merchandise,	72,056	339,509	411,565	33.44
Miscellaneous:				
Other commodities not mentioned above,	162,002	264,477	426,479	34.64
Total Tonnage—Entire Line,	329,576	901,444	1,231,020	100.00

Description of Equipment.

(Lessee's Account.)

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives :					
Passenger,	4	4	Westinghouse	4	Detroit.
Freight,	9	9	"	8	"
Switching,	1	1	"	1	Tower.
				1	Detroit.
Total Locomotives in Service,	14	14	.....	14	.....
Cars in Passenger Service :					
First-class cars,	5	5	Westinghouse	5	Tower.
Second-class cars,	8	8	"	6	"
Baggage, Express, and Postal Cars,	2	2	"	2	Miller.
Other Cars in Passenger Service,	6	6	"	2	Tower.
				4	"
				2	Miller.
Total,	21	21	.....	21	.....
Cars in Freight Service :					
Box Cars,	41	..	.....	19	Trojan.
Flat Cars,	11	1	Westinghouse	22	Detroit.
Coal Cars,	121	9	"	6	"
				5	Trojan.
				58	"
				63	Detroit.
Total,	173	10	.....	173	.....
Cars in Company's Service :					
Derrick Cars,	1	..	.....	1	Detroit.
Caboose Cars,	9	..	.....	9	"
Other Road Cars,	37	..	.....	9	"
Total,	47	..	.....	19	.....
Total Cars in Service, . . .	241	31	.....	213	.....

Mileage.

Mileage of line owned, by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Massachusetts,	54.90	54.90	54.90
Connecticut,	56.10	56.10	56.10
Vermont,	10.00	.....	10.00
Total Mileage,	121.00	121.00	121.00

(Lessee's Account.)

Mileage of road operated (all tracks) :

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track,	56.10	56.10	.....	56.10
Miles of yard track and sidings,	24.94	24.94	3.00	21.94
Total Mileage,	81.04	81.04	3.00	78.04

Renewals of Rails and Ties.

(Lessee's Account.)

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard. Pounds.	Average Price per Ton at Distributing Point. Dollars.
Steel,	155	75	\$24.00

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point. Cents.
Cedar, Tamarack, and Chestnut,	54,469	.40

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Soft Wood—Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Passenger, .	17,419	72	17,455	307,141	113.66
Freight, .	28,832	....	28,832	495,220	116.44
Switching, .	13,214	....	13,214	212,212	124.54
Construction,	602	....	602	9,863	122.07
Total, . .	60,067	72	60,103	1,024,436	117.34

Average cost at distributing point : Coal, \$3.75 ; Wood, \$1.90.

Accidents to Persons.

(Lessee's Account.)

a. Accidents resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of Accident.	TRAINMEN.		Station Men Injured.	Shopmen Injured.	Track- men Injured.	Other Em- ployees Injured.	TOTAL.	
	Killed.	Injured.					Killed.	Injured.
Coupling or Un- coupling, .	1	3					1	3
Falling from Trains, Locomo- tives, or Cars,	2	5					2	5
Jumping on or off Trains, Locomo- tives, or Cars,	1						1	
Struck by Trains, Locomotives or Cars, . .	2				1		2	1
Overhead Obstruc- tions, . .		1				1		2
Other Causes, .		8	3	1				12
Total, . .	6	17	3	1	1	1	6	23

Average number employed during year, 115 ; 60 ; 372 ; 55 ; 126 ; 19 ; 11 ; 758.

Accidents to Persons.—Continued.

OTHERS.

Kind of Accident.	Passengers Injured.	TRESPASSING.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.
Jumping on or off Trains, Locomotives, or Cars,	1	1	1	1	1
At other points along track,			1		1
Other Causes, . . .	1	1		1	
Total,	2	2	2	2	

SUMMARY.

	Total Killed.	Total Injured.
Employees,	6	26
Passengers, . . . . .	..	2
Other Persons,	2	4
Total,	8	32

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of Accident.	Station Men Injured.	Other Persons Injured.	Total Injured.
Handling Traffic,	3	1	4
Getting on or off Locomotives, or Cars at rest,		1	1
Total,	3	2	5

Characteristics of Road,

(Lessee's Account.)

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	
		Feet.	Inches.
Bridges :			
Iron,	30	2,167	3
Wooden,	15	608	8
Total,	45	2,775	11
Trestles,	18	2,411	9

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges :	3	14	11
Tunnels,	1	16	..

GAUGE OF TRACK — 4 feet 8½ inches ; 121 miles.

Telegraph.

(Lessee's Account.)

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
56	260	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

I, the undersigned, Robert Coit, President and Treasurer of the New London Northern Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ROBERT COIT,
President and Treasurer.

Subscribed and sworn to before me this 15th day of September, 1903.

JUSTUS A. SOUTHARD,
Notary Public.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

History.

1. The name of the common carrier making this report is the New York, New Haven & Hartford Railroad Company.

2. The date of the organization of the Company was August 6, 1872.

3. The Company was organized and exists under the laws of the States of Connecticut, Massachusetts, and Rhode Island (Conn. Pub. Acts, 1871, Chaps. 129, 144, 152; Mass. Acts and Res., 1872, Chap. 171; Conn. Special Acts, 1873, p. 6; Laws of N. Y., 1874, Chap. 362; Special Laws Conn., vol. vii, p. 688; do. vol. viii, p. 411; do. vol. ix, pp. 1026, 1032; do. vol. x, pp. 21, 80, 115, 212, 509, 1118, 1298, 1359, 1349; Conn. Pub. Acts, 1889, Chap. 166; Special Laws Conn., vol. xi, pp. 32, 575; Conn. Special Acts, 1895, pp. 348, 632; Rhode Island Acts and Res., Jan., 1892, p. 389; do. Jan., 1893, pp. 377, 379, 380; do. 1895, p. 165; do. 1900, p. 79; do. p. 94; Mass. Acts and Res., 1888, Chap. 263; do. 1893, Chap. 112; do. 1894, Chap. 226; do. 1895, Chaps. 189, 278, 464; do. 1896, Chaps. 257, 516, 542, 321; do. 1897, Chap. 519; do. 1898, Chap. 399; Conn. Pub. Acts, 1899, Chaps. 198, 226, Sec. 18; Conn. Spec. Acts, 1899, Chap. 50; Rhode Island Acts and Res., Jan., 1900, pp. 79, 94; do. May, 1900, p. 37; Mass. Acts and Res., 1901, Chaps. 231, 421, 507; Conn. Spec. Acts, 1901, Chap. 348).

4. The Company is a consolidation of the following constituent companies, to wit:

The New York & New Haven Railroad Company (Private Laws Conn., vol. iv, pp. 1020, 1012, 1017, 1098, 1025, 907, 912, 1029, 1031; Laws of N. Y., 1846, Chap. 195; do. 1848, Chap. 143; Conn. Private Acts, 1866, p. 194; Special Laws of Conn., vol. vi, pp. 88, 137, 226, 319, 716, 677, 834; Conn. Pub. Acts, 1871, Chaps. 129, 144, 152).

The Hartford & New Haven Railroad Company, which had itself been consolidated with the Hartford & Springfield Railroad Corporation in 1847; with The Branch Company in 1850; with The Middletown Railroad Company in 1850; with The Middletown Extension Railroad Company in 1861; with The New Britain & Middletown Railroad Company in 1868; and with The Windsor Locks & Suffield Railroad Company in 1871 (Private Laws Conn., vol. i, pp. 1002, 1005; do. vol. iv, pp. 898, 899, 900, 901, 967, 1012, 1017, 1018, 907, 912, 903; Mass. Special Laws, vol. 9, p. 448; Conn. Private Acts, 1855, p. 202; Private Laws Conn., vol. v, p. 32; Mass. Special Laws, vol. 12, p. 582; Special Laws of Conn., vol. vi, pp. 578, 791; Conn. Pub. Acts, 1871, Chaps. 129, 144; Private Laws Conn., vol. i, p. 1006; Conn. Private Acts, 1838,

p. ; Private Laws Conn., vol. iv, pp. 916, 917, 918, 919; Conn. Private Acts, 1841, p. 82; Mass. Special Laws, vol. 8, pp. 116, 208, 321, 420, 809; Private Laws Conn., vol. iv, pp. 874, 934, 938; do. vol. v, p. 36; Conn. Private Acts, 1859, p. 152; Private Laws Conn., vol. iv, pp. 954, 957; Conn. Private Acts, 1858, p. 126; do. 1860, p. 97; do. 1862, p. 96; do. 1864, p. 158; Private Laws Conn., vol. v, p. 570; Special Laws Conn., vol. vi, pp. 323, 594).

The Stamford & New Canaan Railroad Company, successor of the New Canaan Railroad Company (Spec. Laws of Conn., vol. vi, pp. 22, 10; Conn. Spec. Acts, 1876, p. 66; Spec. Laws of Conn., vol. viii, p. 196; Conn. Spec. Acts, 1880, p. 75; Spec. Laws of Conn., vol. ix, p. 682; Spec. Laws of Conn., vol. ix, p. 859; Pub. Acts of Conn., 1883, Chap. 130; Gen. Stats. of Conn., Sec. 3471; Pub. Acts of Conn., 1889, Chap. 92).

The Hartford & Connecticut Valley Railroad Company, successor of the Connecticut Valley Railroad Company (Spec. Laws of Conn., vol. vi, pp. 398, 548, 613, 652, 658; Conn. Private Acts, 1870, p. 196; Spec. Laws of Conn., vol. vii, pp. 63, 378, 555, 634; Conn. Pub. Acts, 1874, Chap. lxiv; Spec. Laws of Conn., vol. vii, pp. 810, 929; Conn. Spec. Acts, 1875, p. 178; Spec. Laws of Conn., vol. viii, pp. 39, 83; Conn. Spec. Acts, 1877, p. 122; Spec. Laws of Conn., vol. viii, p. 223; Conn. Spec. Acts, 1879, p. 5; Spec. Laws of Conn., vol. viii, p. 348; Mass. Spec. Laws, vol. 14, p. 660; Spec. Laws of Conn., vol. viii, p. 420; Conn. Spec. Acts, 1880, p. 115; Spec. Laws of Conn., vol. ix, p. 203; Mass. Spec. Laws, vol. 15, p. 53; Spec. Laws of Conn., vol. ix, pp. 614, 679; Pub. Acts of Conn., 1882, Chap. 138; Gen. Stats. of Conn., Sec. 3471; Pub. Acts of Conn., 1889, Chap. 92).

The New York, Providence & Boston Railroad Company (Private Acts of Conn., vol. i, pp. 1019, 1023; do. vol. iv, pp. 1032, 1033, 975, 978, 979; do. vol. v; pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, p. 592; Spec. Laws of Conn., vol. vi, p. 374; do. vol. vii, p. 938; do. vol. viii, p. 4; do. vol. ix, pp. 28, 503; do. vol. x, pp. 115, 1150; Rhode Island Acts and Res., June, 1832, p. 67; do., June, 1833, p. 10; do., 1836, p. 3; do., Jan., 1840, p. 83; Mass. Spec. Laws, vol. 8, pp. 179, 221; Rhode Island Acts and Res., Jan., 1841, p. 8; Mass. Spec. Laws, vol. 8, p. 307; Rhode Island Acts and Res., Oct., 1846, p. 86; do. May, 1847, p. 57; do. Oct., 1847, p. 48; do. Jan., 1848, p. 32; do. June, 1851, p. 44; do. Jan., 1852, p. 5; do. Jan., 1853, p. 262; do. May, 1858, p. 51; do. Jan., 1862, p. 239; do. June, 1864, p. 32; do. Jan., 1865, p. 261; do. May, 1868, p. 27; do. June, 1868, p. 42; do. Jan., 1872, p. 184; do. Jan., 1873, p. 206; do. May, 1874, p. 12; do. Jan., 1875, p. 261; do. May, 1875, p. 42; do. Jan., 1876, p. 191; do. Jan., 1880, p. 142; do. Jan., 1881, pp. 174, 178; do. Jan., 1885, p. 197; do. Jan., 1888, p. 245; do. May, 1888, p. 91; do. Jan., 1891, pp. 240, 244; do. May, 1891, p. 41; do. Jan., 1892, pp. 299, 389).

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven (Private Laws of Conn., vol. i, pp. 241, 242, 243; do. vol. iii, p. 283; Spec. Laws of Conn., vol. vi, p. 182; do. vol. viii, p. 310; do. vol. x, p. 79; Conn. Special Acts, 1895, p. 632).

The Union Wharf Company in New Haven and The Contractors to Re-build and Support Union Wharf and Pier in New Haven (Private Laws of Conn., vol. i, pp. 523, 525, 497, 498, 502; do. vol. iv, p. 1384; Spec. Laws of Conn., vol. vi, p. 9; Conn. Spec. Acts, 1895, p. 632).

Shore Line Railway, successor in 1864 to The New Haven, New London & Stonington Railroad Company, which was formed by a merger in 1856 of The New Haven & New London Railroad Company with The New London & Stonington Railroad Company (Private Laws of Conn., vol. iv, pp. 967, 973; U. S. Stats. at Large, vol. 9; Conn. Private Acts, Chap. xlvii, p. 165; Private Laws of Conn., vol. iv, pp. 974, 975, 978, 979; Private Laws of Conn., vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, pp. 590, 766; Spec. Laws of Conn., vol. vi, pp. 327, 394; U. S. Stats. at Large, vol. 15, Chap. xxxviii, p. 273; Spec. Laws of Conn., vol. vi, pp. 906, 919; do. vol. viii, p. 364; do. vol. x, p. 509; Conn. Pub. Acts, 1899, Chap. 226; Conn. Spec. Acts, 1899, Chap. 45).

The Housatonic Railroad Company (Private Laws of Conn., vols. i and ii, p. 1025, and the various additions and amendments thereto). And

The Shepaug, Litchfield & Northern Railroad Company, successor of the Shepaug Valley Railroad Company, and The Shepaug Railroad Company (Spec. Laws of Conn., vol. vi, pp. 96, 395, 613, 652, 790, 849; do. vii, pp. 3, 463; do. ix, pp. 228, 717, 800; Conn. Spec. Acts, 1886, p. 249; do. 1887, p. 478; do. 1889, pp. 847, 1342).

5. The date and authority for each of the above consolidations is as follows:

The New York & New Haven Railroad Company with The Hartford & New Haven Railroad Company, forming The New York, New Haven & Hartford Railroad Company, August 6, 1872 (Conn. Pub. Acts, 1871, Chap. 129; Mass. Acts and Res., 1872, Chap. 171).

The New York, New Haven & Hartford Railroad Company with The Stamford & New Canaan Railroad Company, October 1, 1890 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven & Hartford Railroad Company with The Hartford & Connecticut Valley Railroad Company, December 21, 1892 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven & Hartford Railroad Company with The New York, Providence & Boston Railroad Company, February 13, 1893 (Special Laws of Conn., vol. x, p. 1298; Rhode Island Acts and Res., January 1892, p. 389; do. January, 1893, p. 377).

The New York, New Haven & Hartford Railroad Company with The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895 (Conn. Spec. Acts, 1895, p. 632).

The New York, New Haven & Hartford Railroad Company with The Union Wharf Company in New Haven and with The Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895 (Conn. Spec. Acts, 1895, p. 632).

The New York, New Haven & Hartford Railroad Company with the Shore Line Railway, March 18, 1897 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven & Hartford Railroad Company with The Housatonic Railroad Company, March 28, 1898 (Special Laws of Conn., vol. x, p. 1298). And

The New York, New Haven & Hartford Railroad Company with The Shepaug, Litchfield & Northern Railroad Company, July 9, 1898 (Special Laws of Conn., vol. x, p. 1298).

Names of Directors.	Organization.	Date of Expiration of Term.
WILLIAM D. BISHOP,	Post-office Address, Bridgeport, Conn.,	October 21, 1903.
*JOSEPH PARK,	New York, N. Y.,	" "
CHAUNCEY M. DEPEW,	" "	" "
WILLIAM ROCKEFELLER,	" "	" "
J. PIERPONT MORGAN,	" "	" "
GEORGE MACCULLOCH MILLER,	" "	" "
JOHN M. HALL,	New Haven, Conn.,	" "
CHARLES F. CHOATE,	Boston, Mass.,	" "
NATHANIEL THAYER,	" "	" "
ROYAL C. TAFT,	Providence, R. I.,	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
†CARLOS FRENCH,	Seymour, Conn.,	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
I. DEVER WARNER,	Bridgeport, Conn.,	" "
ARTHUR D. OSBORNE,	New Haven, Conn.,	" "
FRANK W. CHENEY,	So. Manchester, Conn.,	" "
EDWIN MILNER,	Moosup, Conn.,	" "
D. NEWTON BARNEY,	Hartford, Conn.,	" "
WILLIAM SKINNER,	Holyoke, Mass.,	" "

* Deceased April 3, 1903.

† Deceased April 14, 1903.

Total number of stockholders at date of last election: 9,662.

Number of stockholders in Connecticut, 2,909. Amount of stock, \$18,536,100.

Date of last meeting of stockholders for election of directors: October 15, 1902.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: H. M. Kochersperger, Comptroller, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President of the Board,	WM. D. BISHOP,	Bridgeport, "
Second Vice-President,	PERCY R. TODD,	New Haven, "
Third Vice-President,	WM. E. BARNETT,	" "
Fourth Vice-President,	F. S. CURTIS,	Boston, Mass.
Secretary,	WM. D. BISHOP, JR.,	Bridgeport, "
Treasurer,	A. S. MAY,	New Haven, "
Acting Attorney,	F. A. FARNHAM,	" "
Comptroller,	H. M. KOCHERSPERGER,	" "
Chief Engineer,	C. M. INGERSOLL, JR.,	" "
General Manager,	W. E. CHAMBERLAIN,	" "
General Superintendent,	O. M. SHEPARD,	" "
General Manager, Marine Dist.,	J. W. MILLER,	New York, N. Y.

DIVISION SUPERINTENDENTS.

Acting Supt. New York Div.,	G. H. WILSON,	New York, N. Y.
Supt. Shore Line Division,	J. V. A. TRUMBULL,	New London, Conn.
Supt. Hartford Division,	C. S. DAVIDSON,	Hartford, "
Supt. Air Line-Northampton Div.,	C. C. ELWELL,	New Haven, "
Supt. Naugatuck Division and Berkshire Division,	J. P. HOPSON,	" "
Supt. Highland Division,	T. H. FENNELL,	Hartford, "
Supt. New Haven Terminal,	WM. DANIELS,	New Haven, "
Supt. Worcester Division,	A. R. WHALEY,	Providence, R. I.
Supt. Plymouth Division,	G. T. TAYLOR,	Boston, Mass.
Supt. Taunton Division,	ISAAC N. MARSHALL,	Taunton, "
Supt. Prov. and Midland Div's,	C. N. WOODWARD,	Boston, "

Officers—Continued.

Title.	Name.	Location of Office.
Passenger Traffic Manager,	GEO. L. CONNOR,	New Haven, Conn.
Gen. Pass. Agt. Rail Lines west of N. London and Willimantic,	C. T. HEMPSTEAD,	New Haven, Conn.
Gen. Pass. Agt. Rail Lines east of N. London and Willimantic,	A. C. KENDALL,	Boston, Mass.
Gen. Pass. Agt. Marine Dist.,	O. H. TAYLOR,	New York, N. Y.
General Ticket Agent,	J. N. STATES,	New Haven, Conn.
General Baggage Agent,	GEO. A. MORTON,	" "
Freight Traffic Manager,	E. L. SOMERS,	Boston, Mass.
General Freight Agent,	F. S. HOLBROOK,	New Haven, Conn.

Property Operated—State of Connecticut.

JUNE 30, 1903.

Name of every railroad the operations of which are included in the Income Account (page (275) :

1. Railroad Line represented by Capital Stock. *a.* Main Line. *b.* Branches and Spurs.
2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line operated under Lease for specified sum. 4. Line operated under Contract, or where the rent is contingent upon earnings or other considerations. 5. Line operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From—	To—		
1a. N. Y., N. H. & H. R. R.,	New York State Line, near Portchester.	R. I. State Line near Westerly.	115.79	
N. Y., N. H. & H. R. R.,	New Haven,	Mass. State Line.	54.22—	170.01
1b. New Canaan Branch,	Stamford.	New Canaan.	7.66	
Housatonic Branch,	Bridgeport.	Mass. State Line.	74.97	
" "	Brookfield Junction,	Danbury.	5.36	
" "	Botsford.	Huntington.	9.79	
Litchfield Branch,	Hawleyville.	Litchfield.	32.28	
Connection at	New Haven with	N. H. & D. R. R.	1.66	
New Britain Branch,	Berlin.	New Britain.	3.18	
Middletown Branch,	Berlin.	Middletown.	9.70	
Valley Branch,	Hartford.	Fenwick.	46.20	
Suffield Branch,	Windsor Locks.	Suffield.	4.32	
Loop Branch at	Stonington,		.97—	106.09
2 & 3. N. H. & Northampton Co.,	New Haven,	Mass. State Line.	51.26	
New Hartford Branch,	Farmington.	New Hartford.	14.09	
Mid't'n, Meriden & Wat. R. R.,	Westfield.	Waterbury.	26.00	
* " "	Westfield.	Cromwell.	3.50	
Rockville R. R.,	Vernon,	Rockville.	4.43—	99.28
3. Danbury & Norwalk R. R.,	Danbury.	Wilson Point.	26.28	
Ridgefield Branch,	Branchville,	Ridgefield.	3.97	
Hawleyville Branch,	Bethel.	Hawleyville.	5.95	
Naugatuck R. R.,	Naugatuck.	Winsted.	56.55	
Watertown Branch,	Waterbury.	Watertown.	4.44	
New Haven & Derby R. R.,	New Haven,	Ansonia.	12.90	
Huntington Branch,	Derby.	Huntington.	3.79	
Boston & N. Y. Air Line R. R.,	New Haven,	Willimantic.	52.26	
Colchester R. R.,	Turnerville.	Colchester.	3.59	
New England R. R.,	Mass. State Line,	New York State Line.	134.17	
Providence Branch,	Willimantic,	R. I. State Line.	31.96	
Southbridge Branch,	East Thompson,	Mass. State Line.	5.35	
Melrose Branch,	Melrose.	West St., Rockville.	7.22	
Springfield Branch,	East Hartford,	Mass. State Line.	20.17	
Norwich & Worcester R. R.,	Groton,	Mass. State Line.	53.14	
Connec. with N. L. N. R. R. at		Norwich.	.63—	422.37
Total Mileage Operated, State of Connecticut.				\$87.75

* No regular trains run over this track.

Property Operated.

JUNE 30, 1903.

Name of every railroad the operations of which are included in the Income Account (p. 275.):

1. Railroad Line represented by Capital Stock : *a.* Main Line. *b.* Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under lease for specified sum. 4. Line Operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
1a. N. Y., N. H. & H. R. R.,	Woodlawn Jct., N.Y., New Haven, Ct.,	Providence, R. I. Springfield, Mass.	173.77 60.17	233.94
1b. New Canaan Branch,	Stamford, Ct.,	New Canaan, Ct.	7.66	
Housatonic Branch,	Bridgeport, Ct.,	Mass. State Line.	74.97	
" "	Brookfield Jct., Ct.,	Danbury, Ct.	5.36	
" "	Botsford, Ct.,	Huntington, Ct.	9.79	
Litchfield Branch,	Hawleyville, Ct.,	Litchfield, Ct.	32.28	
Connection at	New Haven with	N. H. & D. R. R.	1.66	
New Britain Branch,	Berlin, Ct.,	New Britain, Ct.	3.18	
Middletown Branch,	" "	Middletown, Ct.	9.70	
Valley Branch,	Hartford, Ct.,	Fenwick, Ct.	46.20	
Suffield Branch,	Windsor Locks, Ct.,	Suffield, Ct.	4.32	
Loop Branch at	Stonington, Ct.,	" "	.97	
Pontiac Branch,	Auburn, R. I.,	Pontiac, R. I.	4.69	
Henderson St. Branch,	" "	Henderson St., Prov.	3.58	204.36
2 & 3. N. H. & Northampton Co.,	New Haven, Ct.,	Conway Jct., Mass.	94.64	
New Hartford Branch,	Farmington, Ct.,	New Hartford, Ct.	14.09	
Williamsburg Branch,	Northampton, Mass.,	Williamsburg, Mass.	7.51	
Turner's Falls Branch,	So. Deerfield, Mass.,	Turner's Falls, Mass.	10.07	
Harlem R. & Pt. C. R. R.,	Harlem River, N. Y.,	New Rochelle, N. Y.	11.50	
West Stockbridge R. R.,	W. Stockbridge, Mass.,	N. Y. State Line.	2.64	
Woonsocket & Pascoag,	Woonsocket, R. I.,	Harrisville, R. I.	9.45	
Middletown, M. & W. R. R.,	Westfield, Ct.,	Waterbury, Ct.	28.00	
" "	" "	Cromwell, Ct.	* 3.50	
Rockville R. R.,	Vernon, Ct.,	Rockville, Ct.	4.43	183.83
3. Danbury & Norwalk R. R.,	Danbury, Ct.,	Wilson Pt., Ct.	26.28	
Ridgefield Branch,	Ridgefield, Ct.,	Ridgefield, Ct.	3.97	
Hawleyville Branch,	Bethel, Ct.,	Hawleyville, Ct.	5.95	
Berkshire R. R.,	Conn. State Line,	W. Stockbridge, Mass.	20.53	
Stock. & Pittsfield R. R.,	V. Densenville, Mass.,	Pittsfield, Mass.	22.02	
Naugatuck R. R.,	Naugatuck Jct., Ct.,	Winsted, Ct.	56.55	
Watertown Branch,	Waterbury, Ct.,	Watertown, Ct.	4.44	
New Haven & Derby R. R.,	New Haven, Ct.,	Ansonia, Ct.	12.90	
Huntington Branch,	Derby, Ct.,	Huntington, Ct.	3.79	
Boston & N. Y. Air Line R. R.,	New Haven, Ct.,	Willimantic, Ct.	52.26	
Colchester R. R.,	Turnersville, Ct.,	Colchester, Ct.	3.59	
Pawtuxet Valley R. R.,	Pontiac, R. I.,	Hope, R. I.	5.67	
Prov. & Worcester R. R.,	Providence, R. I.,	Worcester, Mass.	† 40.90	
E. Providence Branch,	Valley Falls, R. I.,	E. Providence, R. I.	7.00	
Prov., Warren & Bris. R. R.,	India Point, R. I.,	Bristol, R. I.	14.15	
Branch at	" "	" "	.75	
Boston & Providence R. R.,	Boston, Mass.,	Providence, R. I.	† 41.89	
India Point Branch,	E. Junction, Mass.,	India Point, R. I.	8.05	
West Roxbury Branch,	Forest Hills, Mass.,	Dedham, Mass.	5.37	
Dedham Branch,	Readville, Mass.,	" "	2.47	
Connection with	N. E. R. R. at	Readville, Mass.	1.20	
Stoughton Branch,	Canton Jct., Mass.,	Stoughton, Mass.	4.05	
Old Colony R. R.—Main Line,	Boston, Mass.,	Newport, R. I.	67.60	
" "	Mayflower Pk., Mass.,	Somerset Jct.	36.31	
" "	Middleboro, Mass.,	Provincetown, Mass.	55.66	
" "	Raynham, Mass.,	Whittenton Jct.	3.38	
" "	Braintree, Mass.,	Kingston, Mass.	32.34	
" "	S. Braintree, Mass.,	Plymouth, Mass.	26.04	
" "	Frammingham, Mass.,	Lowell, Mass.	26.12	
" "	New Bedford, Mass.,	Fitchburg, Mass.	91.25	
Amounts forward,.....			712.48	622.13

* No regular trains run over these tracks. † Includes only one-half of joint track between Providence Station and Boston Switch, a distance of five miles.

Property Operated — Continued.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
Amounts brought forward,	.....	.....	712.48	622.13
Old Colony R. R.—Continued.				
Dorchester & Milton Branch,	Neponset, Mass.,	Mattapan, Mass.	3.30	
Stoughton Branch,	Stoughton Br. Jct.,	Stoughton, Mass.	1.65	
Shawmut Branch,	Harrison Sq., Mass.,	Shawmut Jct., Mass.	2.39	
Bridgewater Branch,	Whitman, Mass.,	B'water Iron Works.	6.12	
Brockton Branch,	Elmwood, Mass.,	Westdale, Mass.	.75	
Granite Branch,	Atlantic, Mass.,	Braintree, Mass.	5.41	
Hyannis Branch,	Yarmouth, Mass.,	Hyannis, Mass.	5.05	
Woods Holl Branch,	Buzzards Bay, Mass.,	Woods Holl, Mass.	17.54	
Hanover Branch,	N. Abington, Mass.,	Hanover, Mass.	7.30	
Fairhaven Branch,	Tremont, Mass.,	Fairhaven, Mass.	15.17	
Easton Branch,	Hatfield, Mass.,	Easton, Mass.	7.56	
P. & M. R. R. Extension,	at	Middleboro, Mass.	.42	
Middleboro & Taunton Branch,	Middleboro, Mass.,	M. & T. Jct., Mass.	8.04	
Attleboro Branch,	Attleboro Jct., Mass.,	Attleboro, Mass.	8.60	
Whittenton "Y" Branch,	" "	Whittenton, Mass.	.98	
Sterling Branch,	Pratt's Jct., Mass.,	Sterling Jct., Mass.	5.03	
Lancaster Branch,	Lancaster Jct., Mass.,	Lancaster Mills.	1.63	
Marlboro Branch,	Marlboro Jct., Mass.,	Marlboro, Mass.	1.47	
Prison Branch,	S. Framingham, Ms.,	Woman's Ref'ty.	.62	
Wrentham Branch,	Walpole Jct., Mass.,	No. Attleboro.	11.88	
" "	No. Attleboro, Mass.,	Adamsdale Jct.	3.86	
Walpole & Dedham Branch,	Walpole Jct., Mass.,	Norwood Jct., Mass.	5.76	
Fall River Branch,	New Bedford, Mass.,	Fall River, Mass.	12.25	
Warren Branch,	Fall River, Mass.,	Warren, R. I.	7.95	
P. & W. R. R. Connection,	near	Pleasant View, Mass.	.22	
Connection with	N. E. R. R. at	Boston, Mass.	.23	
Nantasket Beach R. R.,	Nantasket Jct., Mass.,	Pemberton, Mass.	6.95	
Plymouth & Middleboro R. R.,	Plymouth, Mass.,	Middleboro, Mass.	15.03	
New England R. R.,	Boston, Mass.,	Hopewell Jct., N. Y.	213 56	
" "	Wicopee, N. Y.	Fishkill Ldg., N. Y.	1.71	
" "	Boston, Mass.,	.....	1.04	
South Boston Frt. Branch at	Dedham Jct., Mass.,	Dedham, Mass.	1.53	
Dedham Branch,	Islington, Mass.,	" "	2.00	
Islington Branch,	Cook St., Newton, Ms.	Woonsocket, R. I.	28.67	
Cook Street Branch,	Providence, R. I.,	Willimantic, Ct.	57.76	
Providence Branch,	E. Thompson, Ct.,	Southbridge, Mass.	17.36	
Southbridge Branch,	Melrose, Ct.,	West St., Rockville, Ct.	7.22	
Melrose Branch,	E. Hartford, Ct.,	B. & A. Jct., Sp'g'f'd.	28.31	
Springfield Branch,	Groton, Ct.,	Worcester, Mass.	70.97	
Norwich & Worcester R. R.,	N. L. & N. R. R. at	Norwich, Ct.	.63	
Connection with	Providence, R. I.,	Pascoag, R. I.	20.89	
Providence & Springfield R. R.,	Pascoag, R. I.,	Douglas Jct., Mass.	*6.84	
" "	Franklin, Mass.,	Valley Falls, R. I.	13.59	
Rhode Island & Mass. R. R.,				1,348.22
4. Holyoke & Westfield R. R.,	Holyoke, Mass.,	Westfield, Mass.	10.32	
Milford, Frank. & Prov. R. R.,	Franklin, Mass.,	Bellingham, Mass.	4.65	
Milford & Woonsocket R. R.,	Bellingham, Mass.,	Ashland, Mass.	15.13	
Chatham R. R.,	Harwich, Mass.,	Chatham, Mass.	7.07	37.17
5. New York & Harlem R. R.,	Woodlawn, N. Y.,	G. C. Depot, N. Y.	12.03	
Boston Terminal Co.,	Fort Pt. Channel,	Boston Station.	.42	
Boston & Albany R. R.,	Jct. to Station,	Ashland, Mass.	.22	
" "	" "	Worcester, Mass.	.15	
" "	" "	Springfield, Mass.	.59	
Boston & Maine R. R.,	" "	Lowell, Mass.	.57	
Fitchburg R. R.,	Conway Jct., Mass.,	Shelburne Falls.	4.67	
Newburgh, Dutchess & Ct. R. R.	Hopewell Jct., N. Y.,	Wicopee, N. Y.	10.95	29.60
Total mileage operated,				2,037.12

* No regular trains run over these tracks.

STOCKS OF LEASED LINES RECEIVED IN EXCHANGE FOR NEW YORK, NEW HAVEN
& HARTFORD RAILROAD STOCK, JUNE 30, 1903.

Roads not merged with New York, New Haven & Hartford Railroad.

Old Colony Railroad (total number of shares 170,589), 55,180 shares for 49,662 shares of N. Y., N. H. & H., . . .	\$4,966,200.00
The New England Railroad (total shares (preferred) 50,000), 49,258 shares preferred stock for 24,629 shares N. Y., N. H. & H.,	2,462,900.00
The New England Railroad (total shares (common) 200,000) 199,465 shares common stock for 39,893 shares N. Y., N. H. & H.,	3,989,300.00
New Haven & Northampton Company (total shares 24,600) 24,035 shares for 9,614 shares N. Y., N. H. & H., . . .	961,400.00
Naugatuck Railroad (total number of shares 20,000), 9,722 shares for 9,722 shares of N. Y., N. H. & H.,	972,200.00
B. & N. Y. A. L. Railroad (total number of shares (preferred) 29,985) 15,945 shares (preferred stock) for 6,378 shares of N. Y., N. H. & H.,	637,800.00
Danbury & Norwalk Railroad (total shares, 12,000, par \$50), 8,928 shares for 2,232 shares of N. Y., N. H. & H., . . .	223,200.00
New Haven & Derby Railroad (total number of shares, 4,470) 3,536 shares for 1,088 shares of N. Y., N. H. & H., . . .	108,800.00
Stockbridge & Pittsfield Railroad (total number of shares, 4,487) 15 shares for 9 shares of N. Y., N. H. & H., . . .	900.00
Berkshire Railroad (total number of shares, 6,000) 10 shares for 6 shares of N. Y., N. H. & H.,	600.00
Total stock of N. Y., N. H. & H., issued for stocks of companies not merged, 143,233 shares,	\$14,323,300.00

Roads merged with N. Y., N. H. & H. Railroad:

New York, Providence & Boston Railroad (total shares, 50,000), 50,000 shares for 50,000 shares of N. Y., N. H. & H., . . .	\$5,000,000.00
Hartford & Connecticut Valley Railroad (total shares, 8,000), 8,000 shares for 8,000 shares of N. Y., N. H. & H., . . .	800,000.00
Shore Line Railway (total number of shares, 10,000), 10,000 shares for 7,500 shares of N. Y., N. H. & H.,	750,000.00
Shepaug, Litchfield & Nor. Railroad (total shares, 12,000, par \$50), 12,000 shares for 6,000 shares of N. Y., N. H. & H., . . .	600,000.00
Housatonic Railroad (total number of shares (preferred), 28,912), 28,912 shares (preferred stock) for 3,614 shares of N. Y., N. H. & H.,	361,400.00
Stamford & New Canaan Railroad (total number of shares, 1,000), 1,000 shares for 1,000 shares of N. Y., N. H. & H., . . .	100,000.00
Total stock of N. Y., N. H. & H., issued for stocks of companies merged, 76,114 shares,	\$7,611,400.00
Grand total of N. Y., N. H. & H. stock issued for stocks of leased lines, 219,347 shares,	\$21,934,700.00

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	1,000,000	\$100.00	\$100,000,000	\$70,897,300	* 2 per cent.	\$4,618,438

* On \$53,618,300.00
 " 53,618,300.00
 " 53,714,200.00
 " 60,971,100.00 } Quarterly.

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	172,507	\$17,250,700.00
Issued for Stocks of N. Y., N. H. & H. R. R. Co. and Hartford & N. H. R. R. Co.: Common,	155,000	15,500,000.00
Issued for Convertible Debenture Certificate: Common,	162,119	16,211,900.00
Issued for Stocks of roads which have been merged: Common,	76,114	7,611,400.00
Issued for Stocks of Leased Roads, not merged: Common,	143,233	14,323,300.00
Total,	708,973	\$70,897,300.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mtg. N. Y., N. H. & H.,	1883	1903	\$5,000,000	\$2,000,000	\$225,000	.....
Gen. Mtg. N. Y., P. & B.,	1892	1942	4,000,000	1,000,000	1,000,000	1,000,000
1st Mtg. Shore Line,	1880	1910	200,000	200,000	200,000	201,000
1st Mtg. Housatonic,	1885	1910	700,000	400,000	100,000	*
Consol. Mtg. Housatonic,	1887	1937	3,000,000	2,839,000	2,839,000	*
Total, . . . . .	.....	.....	\$12,900,000	\$6,439,000	\$4,364,000	.....

* Cannot ascertain.

Funded Debt — Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	June and December.	\$73,333.34	\$80,000.00
4 per cent.	April and October.	40,000.00	40,000.00
4½ per cent.	March and September.	9,000.00	9,000.00
4 per cent.	April and October.	4,000.00	4,000.00
5 per cent.	May and November.	141,950.00	141,950.00
Total,	.....	\$268,283.34	\$274,950.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 271),	\$6,439,000.00	\$4,364,000.00	\$268,283.34	\$274,950.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.
Cash, \$7,043,483.48	Audited Vouchers and Accounts, \$5,041,992.95
Bills Receivable, 371,194.81	Wages and Salaries, 437,754.85
Due from Agents, 1,800,702.55	Net Traffic Balances due to other Companies, 1,254,211.59
Due from Solvent Companies and Individuals, 3,456,276.10	Dividends not called for, 2,058.00
Advances Acct. of Boston & Prov. R. R. Corp., 5,121,342.64	Matured Interest Coupons unpaid, 1,260.00
Trustees of Ins. Fund, 198,493.05	Rents due July 1st, 3,867.67
Property, South St., New York city, 90,000.00	Miscellaneous, Ins. Fund, 198,493.05
Prepaid Insurance, Taxes, etc., 90,171.22	Total — Current Liabilities, \$6,939,638.11
Total — Cash and Current Assets, \$18,171,663.85	Balance — Cash Assets, 11,232,025.74
Total, \$18,171,663.85	Total, \$18,171,663.85

Materials and supplies on hand, \$2,850,150.02.

Recapitulation.

a. For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMT. PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 271),	\$70,897,300.00	\$70,897,300.00	438.30	\$161,755
Bonds (p. 271),	4,364,000.00	4,364,000.00	438.30	9,956
Total,	\$75,261,300.00	\$75,261,300.00	438.30	\$171,711

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account (p. 275) :
Capital Stock and Funded Debt of Roads operated June 30, 1903.

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
N. York, N. Haven & Hartford,	\$70,897,300.00	\$4,364,000.00	\$75,261,300.00	438.30	\$171,712
Old Colony,	17,058,900.00	16,261,200.00	33,320,100.00	510.38	65,285
New York & New England,	11,500,000.00	11,500,000.00	11,500,000.00	359.16	115,547
New England,	25,000,000.00	5,000,000.00	30,000,000.00	*65.53	94,155
Boston & Providence,	4,000,000.00	2,170,000.00	6,170,000.00	52.26	84,347
Boston & New York Air Line,	3,907,968.38	500,000.00	4,407,968.38	*50.40	99,206
Providence & Worcester,	3,500,000.00	1,500,000.00	5,000,000.00	71.60	58,751
Norwich & Worcester,	3,006,600.00	1,200,000.00	4,206,600.00	126.31	40,060
New Haven & Northampton,	2,460,000.00	2,600,000.00	5,060,000.00	60.99	35,252
Naugatuck,	2,000,000.00	150,000.00	2,150,000.00	20.53	29,236
Berkshire,	600,000.00	600,000.00	1,200,000.00	36.20	34,530
Danbury & Norwalk,	517,450.00	750,000.00	1,267,450.00	27.73	45,707
Providence & Springfield,	448,700.00	448,700.00	897,400.00	22.02	20,377
Stockbridge & Pittsfield,	447,000.00	1,280,000.00	1,727,000.00	16.69	103,475
New Haven & Derby,	437,300.00	437,300.00	874,600.00	14.90	29,350
Providence, Warren & Bristol,	260,000.00	200,000.00	460,000.00	10.32	44,574
Holyoke & Westfield,	200,000.00	100,000.00	300,000.00	9.45	31,746
Woonsocket & Pascoag,	180,000.00	180,000.00	360,000.00	7.07	25,460
Rhode Island & Mass., R. I. Div.,	100,000.00	100,000.00	200,000.00	6.52	15,337
Rhode Island & Mass., Mass. Div.,	148,600.00	60,000.00	208,600.00	15.13	13,787
Milford & Woonsocket,	108,750.00	108,750.00	217,500.00	4.43	24,549
Rockville,	100,000.00	10,000.00	110,000.00	4.65	23,656
Milford, Franklin & Providence,	100,900.00	160,000.00	260,900.00	5.67	46,014
Pawtuxet Valley,	100,000.00	100,000.00	200,000.00	29.50	3,390
Middletown, Meriden & Waterbury,	80,000.00	225,000.00	305,000.00	15.03	20,293
Plymouth & Middleborough,	68,200.00	18,000.00	86,200.00	7.07	12,192
Chatham,	42,550.00	3,000,000.00	3,042,550.00	11.50	264,570
Harlem River & Port Chester,	39,600.00	39,600.00	79,200.00	2.64	15,000
West Stockbridge,	25,000.00	25,000.00	50,000.00	3.59	13,928
Colchester,	25,000.00	25,000.00	50,000.00	6.95	35,971
Nantasket Beach,	250,000.00	250,000.00	500,000.00		
Total,	\$136,434,818.38	\$51,973,900.00	\$188,408,018.38	\$2,012.52	\$93,618

* Includes total length of 5 miles of track between Providence Station and Boston Switch. See Note page 268.

Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR.		Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
	Included in Operating Expenses.	Not included in Operating Expenses. Charged to Construction or Equipment.			
Construction :					
Real Estate,		\$33,913.74			
Grading,	\$135,816.77				
Bridges, Trestles, and Culverts,	174,538.51				
Ties,	18,985.34				
Rails,	29,408.10				
Crossings, Cattle Guards, and Signs,	819,115.20				
Station Buildings and Fixtures,	295,856.29				
Shops, Roundhouses, and Turntables,	117,254.36				
Grain Elevators,	36,788.97				
Docks and Wharves,	82,321.36				
Electric - Motive - Power Plants,	157,664.22				
Total Construction,	\$1,867,749.12	33,913.74	54,185,570.66	54,219,484.40	123,704.05
Equipment:					
Locomotives,		\$570,770.18			
Passenger Cars,		359,263.87			
Sleeping, Parlor, and Dining Cars,		340,749.75			
Baggage, Express, and Postal Cars,		34,789.91			
Freight Cars,		849,447.63			
Other Cars of all classes,		25,931.64			
Floating equipment,	68.13	147,640.09			
Total Equipment,	68.13	2,328,593.07	5,261,793.72	7,590,386.79	17,317.79
Total Construction,	\$1,867,749.12	33,913.74	54,185,570.66	54,219,484.40	123,704.05
Grand Total Cost Construction, Equipment, etc.,	\$1,867,817.25	2,362,506.81	59,447,364.38	61,809,871.19	141,021.84

Income Account.

Gross Earnings from Operation (p. 276),	\$47,296,077.51	
Less Operating Expenses (p. 281),	34,955,023.54	
		<hr/>
Income from Operation,		\$12,341,053.97
Dividends on Stocks owned (p. 277),	\$67,767.25	
Interest on Bonds owned (p. 279),	80,110.00	
Miscellaneous Income, less Expenses,	77,624.74	
Dividends on Stocks Leased (per Schedule),	340,316.00	
		<hr/>
Income from Other Sources,		565,817.99
		<hr/>
Total Income,		\$12,906,871.96
Deductions from Income:		
Interest on Funded Debt accrued (p. 272),	\$268,283.34	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	21,195.33	
Rents paid for Lease of Road (p. 282),	4,504,545.92	
Taxes (p. 305),	2,385,389.52	
a. Other Deductions,	900,486.06	
		<hr/>
Total Deductions from Income,		\$8,079,900.17
		<hr/>
Net Income,		\$4,826,971.79
Dividends, per cent., Common Stock (p. 271),	\$4,618,438.00	
		<hr/>
Total,		4,618,438.00
Surplus from Operations of Year ending June 30, 1903,		208,533.79
Surplus on June 30, 1902 [from "General Balance Sheet," 1902 Report],		13,498,845.16
		<hr/>
		\$13,707,378.95
b. Additions for Year,		112,186.71
		<hr/>
Surplus on June 30, 1903 [for entry on "General Balance Sheet," p. 284],		\$13,819,565.66

Schedule — Dividends on Stocks Leased.

Old Colony Steamboat Company,	\$300,000.00
Providence, Warren & Bristol Railroad Company,	20,226.00
Union Freight Railroad Company,	20,090.00
	<hr/>
	\$340,316.00

EXPLANATORY REMARKS.

a. Interest on Convertible Debenture Certificates,	\$493,769.00	
a. Interest on Non-Convertible Debentures,	375,000.00	
a. Interest on Installments for New Capital Stock,	31,717.06	900,486.06
b. Profit received from Sale of Stocks and Bonds owned by the Company,		111,881.15
b. Amounts received on old accounts charged off as worthless in previous years,	\$5,794.92	305.56
b. Less amounts charged off this year,	5,489.36	\$112,186.71

Earnings from Operation.

Item.	Total Receipts.	Deductions Acct. of Repay- ments, etc.	Actual Earnings.
Passenger : Passenger Revenue, .	\$19,451,105.40		
Less Repayments, Tickets Redeemed, .		\$110,484.17	
Excess Fares Refunded, .		68,986.55	
Total Deductions,		\$179,470.72	
Total Passenger Revenue,			\$19,271,634.68
Mail,	655,157.86		
Express,	1,582,486.44		
Extra Baggage and Storage,	192,419.98		
Other Items : Parlor, Sleeping, Din- ing, and Buffet Cars,	1,046,845.64		
Special Trains, etc.,	204,472.94		3,681,382.86
Total Passenger Earnings,			\$22,953,017.54
Freight : Freight Revenue,	23,305,717.66		
Less Repayments :			
Overcharge to Shippers,		213,187.27	
Other Repayments,		78,036.20	
Total Deductions,		\$291,223.47	
Total Freight Revenue,			\$23,014,494.19
Elevators,	64,922.90		
Hoisting,	469,508.85		
Switching,	130,484.15		
Trackage,	121,189.60		
Wharfage,	41,754.00		
Weighing,	48,857.06		
Miscellaneous,	34,939.46		911,656.02
Total Freight Earnings,			\$23,926,150.21
Total Passenger & Freight Earnings,			
Other Earnings from Operation :			
Telegraph Receipts,	53,163.85		
Rents not otherwise provided for,	363,745.91		
Total Other Earnings,			\$416,909.76
Total Gross Earnings from Opera-) tion — Entire Line, }			\$47,296,077.51

Stocks Owned.

a. Railroad Stock.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
N. Y., N. H. & H. R. R., . . .	\$926,200.00	.....	.....	\$1,319,149.75
Old Colony R. R., . . .	7,300.00	7%	\$435.75	14,944.62
New England R. R., { Com.,	11,000.00	.....	81.00	4,640.00
{ Pref.,	2,700.00	3%		2,835.00
Providence & Springfield R. R., .	438,850.00	4%	17,554.00	438,430.00
R. I. & Mass. R. R., Mass. Div.,	100,000.00	10%	10,000.00	191,700.00
R. I. & Mass. R. R., R. I. Div., .	179,400.00	.....	.....	188,399.50
Boston & N. Y. Air Line { Com.,	751,100.00	.....	5,688.00	37,430.00
{ Pref.,	143,900.00	4%		154,230.61
Middlet'n, Merid'n & W'rb'y R. R.,	100,000.00	½%	500.00	100,000.00
Woonsocket & Pascoag R. R., . .	200,000.00	.....	.....	100,000.00
New Haven & Derby R. R., . . .	87,500.00	4%	3,500.00	94,448.52
Naugatuck R. R., . . .	30,200.00	10%	3,020.00	79,857.50
New York Connecting R. R., . . .	50,000.00	.....	.....	50,000.00
Harlem River & Port Chester R. R.,	42,550.00	.....	.....	42,250.00
Rockville R. R. { Com.,	67,500.00	.....	.....	5,062.50
{ Pref.,	40,000.00	.....	.....	30,000.00
West Stockbridge R. R., . . .	39,600.00	4½%	1,800.00	29,888.00
Wood River Branch R. R., . . .	20,000.00	.....	.....	20,000.00
Narragansett Pier R. R., . . .	18,700.00	4%	748.00	18,700.00
Stockbridge & Pittsfield R. R., .	9,500.00	6%	570.00	7,600.00
Danbury & Norwalk R. R., . . .	3,575.00	5%	180.00	4,236.00
Berkshire R. R., . . .	2,000.00	6%	120.00	3,000.00
Stockbridge & Pittsfield R. R., .	.....	.....	*90.00	.....
Berkshire R. R., . . .	.....	.....	*50.00	.....
Lowell & Framingham R. R., . .	300.00	.....	.....	28.00
New Haven & Northampton R. R.,	56,500.00	4%	2,260.00	59,651.58
Total,	\$3,328,375.00	.....	\$46,606.75	\$2,996,481.58

b. Other Stocks.

Name.	Total Par Value.	Rate.	Income or Interest* Received.	Valuation.
Prov. & Stonington S. S. Co., . .	\$2,000,000.00	.....	.....	\$2,528,189.39
New Haven Steamboat Co., . . .	500,000.00	.....	.....	700,000.00
New Lond'n Steamb't Co., { Com.,	500,000.00	3%	15,000.00	250,000.00
{ Pref.,	99,200.00	6%	5,952.00	89,280.00
Meriden Electric R. R., . . .	994,800.00	.....	.....	198,817.50
Bridgeport Steamboat Co., . . .	279,450.00	.....	.....	279,450.00
Boston Terminal Co., . . .	200,000.00	.....	.....	200,000.00
a N. Y., P. & B. & O. C. Ter. Co.,	250,000.00	.....	.....	37,500.00
bStamford Street R. R. (Com.), .	36,595.00	.....	.....	1,363.20
bStamford Street R. R. (Pref.), .	43,475.00	.....	.....	247.50
New York Transfer Co., . . .	4,000.00	5%	200.00	1,600.00
Derby Paper Mills, . . .	895.00	.....	.....	895.00
Iron Works Aqueduct Co., . . .	.....	.....	8.50	.....
Total,	\$4,908,415.00	.....	\$21,160.50	\$4,287,342.59
Grand Total, a and b,	\$8,236,790.00	.....	\$67,767.25	\$7,283,824.17

EXPLANATORY REMARKS.

- a. Paid assessments of \$15.00 per share.
- b. Part valuation included with valuation of bonds.
- c. In addition to the stocks listed above the Company owns stocks of various companies whose roads are leased, for which its own stock has been issued. The dividends on such leased lines stocks were credited to the rental account as shown by the schedule, page 282, excepting the amounts marked * above.

The Company also owns one-twelfth interest in the Iron Works Aqueduct Co., and 1,000 shares of stock of the Pontiac Branch R. R. Co., which are not entered on the books of the Company.

STOCKS OF LEASED LINES (NOT MERGED) RECEIVED IN EXCHANGE FOR STOCK OF
NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,

JUNE 30, 1903.

Old Colony Railroad, 55,180 shares,	\$4,966,200.00
New England Railroad, 49,258 shares, preferred,	2,538,891.50
New England Railroad, 199,465 shares, common,	3,989,300.00
Naugatuck Railroad, 9,722 shares,	972,200.00
New Haven & Northampton Railroad, 24,035 shares,	961,400.00
B. & N. Y. A. L. Railroad, 15,945 shares, preferred,	637,800.00
Danbury & Norwalk Railroad, 8,928 shares,	223,200.00
New Haven & Derby Railroad, 3,536 shares,	108,800.00
Stockbridge & Pittsfield Railroad, 15 shares,	900.00
Berkshire Railroad, 10 shares,	600.00
	<hr/>
	\$14,399,291.50

Bonds Owned.*a.* Railway Bonds:

Name.	Total par Value.	Rate.	Income or Interest Received.	Valuation.
Provid. & Springfield R. R. Co.,	\$750,000.00	5%	\$37,500.00	\$750,000.00
New Haven & Derby R. R. Co.,	705,000.00	..	.....	705,000.00
New Haven & Northampton Co.,	350,000.00	5%	17,500.00	348,612.50
Pawtuxet Valley R. R. Co., .	160,000.00	4%	6,400.00	160,000.00
Nantasket Beach R. R. Co., .	240,000.00	2½%	6,000.00	144,000.00
Total,	\$2,205,000.00	..	\$67,400.00	\$2,107,612.50

b. Other Bonds:

Name.	Total par Value.	Rate.	Income or Interest Received.	Valuation.
New Haven Steamboat Co., .	\$175,000.00	5%	<i>a</i> \$6,250.00	\$175,000.00
New London Steamboat Co., .	23,000.00	6%	1,410.00	24,610.00
Meriden Horse R. R. Co., .	101,000.00	5%	5,050.00	90,900.00
Stamford Street R. R. Co., .	75,000.00	..	.....	<i>b</i> 75,220.83
Atlas Tack Co.,	300.00	..	.....	300.00
Total,	\$374,300.00	..	\$12,710.00	\$366,030.83
Grand Total — <i>a</i> and <i>b</i> , . . .	\$2,579,300.00	..	\$80,110.00	\$2,473,643.33

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Interest on deposits, etc.,	\$77,624.74	\$77,624.74

a. Interest paid on \$125,000.00 only.*b.* Includes part value of stocks.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway,	\$2,638,054.81
Renewals of Rails,	95,884.55
Renewals of Ties,	591,344.03
Repairs and Renewals of Bridges and Culverts,	648,714.58
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	947,276.06
Repairs and Renewals of Buildings and Fixtures,	1,086,076.23
Repairs and Renewals of Docks and Wharves,	187,100.74
Repairs and Renewals of Telegraph and Telephone,	14,485.86
Stationery and Printing,	1,383.05
Other Expenses,	27,402.11
Total,	\$6,237,722.02
Maintenance of Equipment :	
Superintendence,	151,868.88
Repairs and Renewals of Locomotives,	1,509,322.32
Repairs and Renewals of Passenger Cars,	928,802.20
Repairs and Renewals of Freight Cars,	694,916.45
Repairs and Renewals of Work Cars,	24,916.24
Repairs and Renewals of Marine Equipment,	161,749.75
Repairs and Renewals of Shop Machinery and Tools,	298,947.27
Stationery and Printing,	5,190.62
Other Expenses,	414,205.19
Total,	\$4,189,918.92
Conducting Transportation :	
Superintendence,	368,622.12
Engine and Roundhouse Men,	2,814,018.43
Fuel for Locomotives,	5,831,265.91
Water Supply for Locomotives,	230,648.88
Oil, Tallow, and Waste for Locomotives,	124,214.05
Other Supplies for Locomotives,	62,757.94
Train Service,	2,613,300.08
Train Supplies and Expenses,	600,671.49
Switchmen, Flagmen, and Watchmen,	1,950,655.64
Telegraph Expenses and Telephone,	387,368.20
Station Service,	4,602,133.16
Station Supplies,	383,240.41
Car Mileage—Balance,	1,229,985.22
Loss and Damage,	203,432.91
Injuries to Persons,	347,788.42
Clearing Wrecks,	38,020.11
Operating Marine Equipment,	658,708.22
Advertising,	66,251.12
Outside Agencies,	30,208.57
Stock Yards and Elevators,	60,053.68
Rents of Tracks, Yards, and Terminals, p. 283 b,	372,021.39
Rents of Buildings and other Property,	50,324.15
Stationery and Printing,	212,137.79
Other expenses,	349,278.36
Total,	\$23,587,106.25

Operating Expenses.—Continued.

Item.	Amount.
General Expenses :	
Salaries of General Officers,	\$170,612.36
Salaries of Clerks and Attendants,	305,618.88
General Office Expenses and Supplies,	49,941.92
Insurance,	112,356.31
Law Expenses,	145,292.68
Stationery and Printing (General Offices),	17,587.26
Other Expenses,	138,866.94
Total,	\$940,276.35
Recapitulation of Expenses :	
Maintenance of Way and Structures,	6,237,722.02
Maintenance of Equipment,	4,189,918.92
Conducting Transportation,	23,587,106.25
General Expenses,	940,276.35
Grand Total,	\$34,955,023.54

Percentage of Expenses to Earnings—Entire Line, 73.91.

Percentage of Expenses to Earnings, 73.91.

Rentals.

Name of Road.	Total.	Less Dividends Received on Stocks Exchanged for N. Y. & N. H. & H. R. R. Stock.	Net Amount.
Old Colony,	\$1,855,616.68	\$336,260.00	\$1,469,356.68
New England,	1,120,195.20	147,774.00	972,421.20
Boston & Providence,	497,996.04		497,996.04
Providence & Worcester,	416,000.00		416,000.00
Norwich & Worcester,	290,081.30		290,081.30
New Haven & Northampton,	255,400.00	96,140.00	159,260.00
Harlem River & Portchester,	170,000.00		170,000.00
Naugatuck,	209,114.34	97,220.00	111,894.34
Boston & New York Air line,	145,840.00	63,780.00	82,060.00
Providence & Springfield,	58,198.00		58,198.00
Danbury & Norwalk,	63,500.00	22,320.00	41,180.00
Holyoke & Westfield,	42,347.56		42,347.56
Berkshire,	36,250.00		36,250.00
New Haven & Derby,	46,630.00	14,144.00	32,486.00
Stockbridge & Pittsfield,	27,172.00		27,172.00
Providence, Warren & Bristol,	27,788.71		27,788.71
Pawtuxet Valley,	13,463.00		13,463.00
Plymouth & Middleboro,	11,350.00		11,350.00
Rhode Island & Mass., Mass. Div.,	10,000.00		10,000.00
Attleboro Branch,	5,268.00		5,268.00
Nantasket Beach,	6,250.00		6,250.00
Woonsocket & Pascoag,	5,000.00		5,000.00
Milford & Woonsocket,	4,700.00		4,700.00
Rockville,	3,650.00		3,650.00
Chatham,	3,523.09		3,523.09
West Stockbridge,	1,800.00		1,800.00
Milford, Franklin & Providence,	2,300.00		2,300.00
Colchester,	1,750.00		1,750.00
Middletown, Meriden & Waterb'y,	1,000.00		1,000.00
Total,	\$5,332,183.92	\$827,638.00	\$4,504,545.92

Rents Paid.

a. Rents paid for lease of road.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Old Colony,	\$665,170.54	\$792,113.00	\$12,073.14	\$1,469,356.68
New England,	970,000.00	2,226.00	195.20	972,421.20
Boston & Providence,	86,800.00	400,000.00	11,196.04	497,996.04
Providence & Worcester,	60,000.00	350,000.00	6,000.00	416,000.00
Norwich & Worcester,	48,000.00	240,000.00	2,081.30	290,081.30
Harlem River & Port C.,	170,000.00	.....	.....	170,000.00
New Haven & Northampt'n,	142,000.00	2,260.00	15,000.00	159,260.00
Naugatuck,	9,114.34	102,780.00	.....	111,894.34
Boston & New York A. L.,	25,000.00	57,060.00	.....	82,060.00
Providence & Springfield,	37,500.00	20,698.00	.....	58,198.00
Holyoke & Westfield,	8,000.00	.....	34,347.56	42,347.56
Danbury & Norwalk,	33,500.00	7,680.00	.....	41,180.00
Berkshire, . . . . .	.....	36,000.00	250.00	36,250.00
New Haven & Derby,	28,750.00	3,736.00	.....	32,486.00
Prov., Warren & Bristol, . . . . .	.....	26,244.00	1,544.71	27,788.71
Stockbridge & Pittsfield, . . . . .	.....	26,922.00	250.00	27,172.00
Pawtuxet Valley,	6,400.00	7,063.00	.....	13,463.00
Plymouth & Middleboro,	11,250.00	.....	100.00	11,350.00
R. I. & M., Mass. Div., . . . . .	.....	.....	10,000.00	10,000.00
Nantasket Beach,	6,250.00	.....	.....	6,250.00
Attleboro Branch, . . . . .	.....	5,268.00	.....	5,268.00
Woonsocket & Pascoag,	5,000.00	.....	.....	5,000.00
Milford & Woonsocket, . . . . .	.....	.....	4,700.00	4,700.00
Rockville, . . . . .	.....	.....	3,650.00	3,650.00
Chatham, . . . . .	.....	.....	3,523.09	3,523.09
Mil., Frank. & Providence, . . . . .	.....	.....	2,300.00	2,300.00
Colchester,	1,750.00	.....	.....	1,750.00
West Stockbridge, . . . . .	.....	.....	1,800.00	1,800.00
Middl't'n, Mer. & Waterb'y, . . . . .	.....	.....	1,000.00	1,000.00
Total Rents, a,	\$2,314,484.88	\$2,080,250.00	\$110,011.04	\$4 504,545.92

Rents Paid.—Continued.

b. Rents paid for lease of tracks, yards, and terminals :

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Items.	Total.
Tracks :				
	Bet. Conway Junc. and Shelburne Falls, Mass.,	Fitchburg R. R.,	\$7,500.00	
	Lowell, Mass.,	Boston & Maine,	3,600.00	
	New London, Ct.	New London Union Passenger Station,	2,499.97	
	Hopewell Junc., N. Y., to Wicopee Jct., N. Y.,	Newburgh, Dutchess & Connecticut R. R.,	51,021.45	\$64,621.42
Terminals:				
	Grand Central Stat'n, New York City,	N. Y. & Harlem R. R.,	160,179.92	
	Piers, East River, New York City,	City of New York <i>et al.</i> ,	97,689.97	
	Springfield, Mass.,	Boston & Albany,	22,500.00	
	Pittsfield, Mass.,	Boston & Albany,	2,500.00	
	Worcester, Mass.,	Boston & Albany,	16,000.00	
	Ashland, Mass.,	Boston & Albany,	850.00	
	Shelb'ne Falls, Mass.,	Fitchburg R. R.,	2,500.00	
	Fitchburg, Mass.,	Fitchburg R. R.,	3,130.08	
	Fishkill, N. Y.,	Homer Ramsdell,	300.00	
	Newport, R. I.,	Trustees, Long Wharf,	1,750.00	\$307,399.97
Grand total rents, b,				\$372,021.39

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$54,185,570.66	Cost of Road (p. 274),	\$54,219,484.40	\$33,913.74	.....
5,261,793.72	Cost of equipment (p. 274),	7,590,386.79	2,328,593.07	.....
7,137,656.78	Stocks owned (p. 277),	7,283,824.17	146,167.39	.....
2,474,713.33	Bonds owned (p. 279),	2,473,642.33	.....	\$1,070.00
	Stock of Leased Lines (not merged) received in exchange for stock of N. Y., N. H. & H. R. R. Co.,	14,399,291.50	.....	.....
14,399,291.50	Cash and Current Assets (p. 272),	18,171,663.85	4,712,736.02	.....
13,458,927.83	Materials and Supplies,	2,850,150.02	394,509.07	.....
2,455,640.95	Contingent Assets :	.....	.....	.....
1,532,948.56	N. Y., P. & B. & O. C. Terminal Co.,	1,533,130.42	181.86	.....
756,117.00	Terminal Lands, Prov., R. I.,	756,117.00	.....	.....
5,502,777.40	Harlem River & P. C. R. R. Co.,	5,556,848.28	54,070.88	.....
137,145.94	Dedham & Hyde Park Improvement,	137,145.94	.....	.....
\$107,302,583.67	Grand Total,	\$114,971,685.70	\$7,669,102.03	.....

Comparative General Balance Sheet. — Continued.

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase Year ending June 30, 1903.	Decrease Year ending June 30, 1903.
\$54,685,400.00	Capital Stock (p. 271),	\$70,897,300.00	\$16,211,900.00	.....
.....	Installments account New Capital Stock, 6,139,000.00	8,325,780.00	8,325,780.00	.....
10,000,000.00	Funded Debt (p. 271),	4,364,000.00	.....	\$1,775,000.00
6,007,865.47	Nonconvertible Debentures,	10,000,000.00	.....	.....
16,397,200.00	Current Liabilities (p. 272),	6,939,638.11	931,772.64	.....
.....	Convertible Debenture Certificates,	185,300.00	.....	16,211,900.00
338,813.68	Accrued Interest on Funded Debt not yet payable,	201,745.08	.....	137,068.60
235,459.36	Accrued Rentals not yet payable,	238,356.85	2,897.49	.....
13,498,845.16	Profit and Loss (p. 275),	13,819,565.66	320,720.50	.....
\$107,302,583.67	Grand Total,	\$114,971,685.70	\$7,669,102.03	.....

Important Changes during the Year.

Here present statements as follows: 1. All Extensions of Road put in Operation. 2. Decrease in Mileage by Line Abandoned or Line Straightened. 3. All other important Physical Changes. 4. All Leases taken or surrendered. 5. All Consolidations or Reorganizations effected. 6. All new Stocks issued. 7. All new Bonds issued. 8. All other important Financial Changes.

No. 1. The Wrentham Branch of the Old Colony Railroad Company was extended from North Attleboro to Adamsdale Junction, a distance of 3.86 miles, and that part of the line between Walpole and North Attleboro shortened .97 mile, making a net increase of 2.89 miles. The new line was opened June 27, 1903.

No. 2. The mileage of road of the Providence, Warren & Bristol Railroad Company from India Point to Bristol was increased from 13.60 miles to 14.15.

No. 3. Important Physical Changes: Substantial progress has been made in the elevation of tracks through Bridgeport, Conn.; double tracking of the Naugatuck Railroad; Readville Car Shops; and elimination of grade crossings at various points.

No. 4. The lease of road of the Attleboro Branch Railroad Company was surrendered as of June 30, 1903.

No. 5. None.

No. 6. The capital stock was increased \$16,211,900. Issued for a like amount of Convertible Debenture Certificates, of a total of \$16,397,200.

No. 7. None.

No. 8. An increase of the capital stock, equal to 10% of the number of shares outstanding May 15, 1903, was authorized April 11, 1903. Installments on subscriptions to the amount of \$3,325,780, were paid in as of June 30, 1903.

First Mortgage Bonds, to the amount of \$2,000,000, were due June 1, 1903; and bonds, to the amount of \$1,775,000, were presented and paid by June 30, 1903.

During the year the company has acquired, by purchase, the entire capital stock of the Rockville Railroad Company, whose line extends from Vernon to Rockville, and also a substantial interest in the Bridgeport Steamboat Company.

Contracts, Agreements, etc.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz.: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

No. 1. The Adams Express Co. operates over the road. The compensation is a percentage of the gross earnings.

No. 2. The mail service is performed in accordance with Acts of the Congress, and for the compensation fixed by the Post-office Department.

No. 3. Sleeping, Parlor, and Buffet cars are owned and operated by this Company. Pullman Cars are operated between Boston and Jersey City, filling joint lines with the Pennsylvania Railroad between Boston and Washington. Pullman Cars are also run jointly with other roads between New York City, Boston, the White Mountains, Portland, Bar Harbor, St. Albans, and Levis. Five Dining Cars are operated between New York and Boston, owned and leased by this Company.

Nos. 4, 5, and 6. The Company has arrangements with its connections for the interchange of freight and passengers whereby it receives, in some cases its local rates, and in other cases a proportion of the through rate based on the relative mileage. There is also a contract (to which this Company is a party) between the rail and water transportation lines between New York and Boston which regulates passenger and freight rates.

No. 7. Contract with the Western Union Telegraph Company for the transaction of the telegraph business, under which the Railroad Company furnishes operators at stations, carries telegraph material, etc., and receives a proportion of the gross receipts. Also contract with the Connecticut River Telegraph Co., covering the Valley Branch from Hartford to Saybrook Point. The Railroad Company to furnish operators, carry material, etc., and Telegraph Co. to transmit Railroad Company messages.

No. 8. Contracts with the New England Telephone & Telegraph Co., Southern Massachusetts Telephone Co., Providence Telephone Co., Southern New England Telephone Co., New York Telephone Co., Hudson River Telephone Co., and the American Telephone & Telegraph Co., for exchange service with the usual terms granted to Railroad Companies.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.		Miles.	Amount of Mortgage per Mile of Line.
	From —	To —		
First Mortgage.	Junction with N. Y. & Harlem R. R. at or near Williams Bridge, N. Y.,	The northerly terminus of road at Springfield, Mass.	122.44	.....
General Mort. N. Y., P. & B. R. R. Co.	Providence, R. I., including Thames Bdg.,	New London, Conn.	62.11	\$16,100.00
First Mort. Shore Line Railway Co.	New Haven, Conn.,	New London, Conn.	49.40	4,049.00
First Mortgage Housatonic R. R. Co.	Bridgeport, Conn.,	Mass. State Line.	90.12	32,612.00
Consol. Mort. Housatonic R. R. Co.				

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compen- sation.	Av. Daily Com- pensation.
General Officers,	32	9,663	\$242,171.66	\$25.06
Other Officers,	107	36,767	244,861.36	6.66
General Office Clerks,	1,049	334,425	699,391.69	2.09
Station Agents,	826	297,513	602,362.40	2.02
Other Station Men,	4,696	1,470,702	2,765,095.45	1.88
Enginemen,	1,185	.....	1,498,229.95	*
Firemen,	1,225	.....	828,025.25	*
Conductors,	1,119	.....	1,149,746.00	*
Other Trainmen,	3,869	.....	2,411,133.20	*
Machinists,	655	192,863	461,716.45	2.39
Carpenters,	1,119	350,585	784,623.05	2.24
Other Shopmen,	2,722	795,659	1,493,157.00	1.88
Section Foremen,	610	204,144	477,345.95	2.34
Other Trackmen,	4,812	1,268,381	1,890,183.05	1.49
Switchmen, Flagmen, and Watchmen,	1,691	590,273	915,923.85	1.55
Telegraph Operators and Dispatchers,	488	159,089	307,853.40	1.94
Employees—acct. Floating Equipm't,	379	130,131	245,641.45	1.89
All other Employees and Laborers, .	4,441	1,534,663	2,641,625.73	1.72
Total (including "General Officers"),	31,028	.....	\$19,659,086.89	.....
Less "General Officers",	32	.....	242,171.66	.....
Total (excluding "General Officers"),	30,996	.....	\$19,416,915.23	.....
Distribution of above :				
General Administration,	570	176,221	528,793.57	\$3.00
Maintenance of Way and Structures,	6,495	1,852,357	3,241,616.99	1.75
Maintenance of Equipment,	4,686	1,445,623	2,821,518.40	1.95
Conducting Transportation,	19,277	.....	13,067,157.93	.....
Total (including "General Officers"),	31,028	.....	\$19,659,086.89	.....
Less "General Officers",	32	.....	242,171.66	.....
Total (including "General Officers") } — Entire Line, }	31,028	.....	\$19,659,086.89	.....

* The average daily compensation of trainmen cannot be given, because the pay is based on a certain number of miles run within certain hours, and varying rates for excess time according to class of employment.

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	63,714,199	.....	.....	.....
No. of passengers carried one mile,	1,114,313,020	.....	.....	.....
No. of pass'ngs carried 1 mile per mile of road,	549,643	.....	.....	.....
Average distance carried, miles,	17.49	.....	.....	.....
Total passenger revenue (p. 276), . . . . .	.....	19,271,634	68	.....
Average am't received from each passenger, . . . . .	.....	.....	30	2.47
Average receipts per passenger mile, . . . . .	.....	.....	01	7.29
Total passenger earnings (p. 276), . . . . .	.....	22,953,017	54	.....
Passenger earnings per mile of road, . . . . .	.....	11,321	74	.....
Passenger earnings per train mile, . . . . .	.....	1	47	2.21
Freight Traffic:				
No. of tons carried of freight earning revenue (p. 276),	18,283,733	.....	.....	.....
No. of tons carried one mile,	1,627,858,848	.....	.....	.....
No. of tons carried 1 mile per mile of road,	802,953	.....	.....	.....
Average distance haul of one ton, miles,	89.03	.....	.....	.....
Total freight revenue, . . . . .	.....	23,014,494	19	.....
Average am't received for each ton of freight, . . . . .	.....	.....	1	25
Average receipts per ton per mile, . . . . .	.....	.....	01	4.14
Total freight earnings (p. 276), . . . . .	.....	23,926,150	21	.....
Freight earnings per mile of road, . . . . .	.....	11,801	75	.....
Freight earnings per train mile, . . . . .	.....	3	20	7.01
Total Traffic:				
Gross earnings from operation (p. 276), . . . . .	.....	47,296,077	51	.....
Gross earn'gs from operation per mile of road, . . . . .	.....	23,329	13	.....
Gross earn'gs from operation per train mile, . . . . .	.....	2	07	2.33
Operating expenses (p. 276), . . . . .	.....	34,955,023	54	.....
Operating expenses per mile of road, . . . . .	.....	17,241	82	.....
Operating expenses per train mile, . . . . .	.....	1	53	1.59
Income from operation (p. 276), . . . . .	.....	12,341,053	97	.....
Income from operation per mile of road, . . . . .	.....	6,087	31	.....
Car Mileage, etc.:				
Mileage of passenger cars,	64,551,852	.....	.....	.....
Average No. of passenger cars per train mile,	4.14	.....	.....	.....
Average No. of passengers per train mile,	71	.....	.....	.....
Mileage of loaded freight cars, No. or East,	85,527,476	.....	.....	.....
Mileage of loaded freight cars, So. or West,	60,790,264	.....	.....	.....
Mileage of empty freight cars, No. or East,	11,790,701	.....	.....	.....
Mileage of empty freight cars, So. or West,	36,568,633	.....	.....	.....
Average No. of freight cars per train mile,	26.09	.....	.....	.....
Average No. of loaded cars per train mile,	19.61	.....	.....	.....
Average No. of empty cars per train mile,	6.48	.....	.....	.....
Average No. of tons of freight per train mile,	218.19	.....	.....	.....
Average No. of tons of freight per loaded car mile,	11.13	.....	.....	.....
Average mileage operated during year,	2,027.34	.....	.....	.....
Train Mileage:				
Mileage of revenue passenger trains,	15,362,062	.....	.....	.....
Mileage of locomotives employed in "helping" passenger trains,	6,502	.....	.....	.....
Percentage of "helping" to revenue train mileage, per cent.,	00.04	.....	.....	.....
Mileage of revenue mixed trains,	228,770	.....	.....	.....
Mileage of revenue freight trains,	7,231,806	.....	.....	.....
Mileage of locomotives employed in "helping" mixed and freight trains,	318,769	.....	.....	.....
Percentage of "helping" to revenue train mileage, per cent.,	4.27	.....	.....	.....
Total revenue train mileage,	22,822,638	.....	.....	.....
Mileage of nonrevenue trains,	6,935,076	.....	.....	.....

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	140,254	368,941	509,195	2.78
Flour,	35,103	95,612	130,715	0.71
Other Mill Products,	59,051	125,526	184,577	1.09
Hay,	57,040	144,500	201,540	1.10
Tobacco,	5,072	3,611	8,683	0.04
Cotton,	31,657	115,236	146,893	0.80
Fruit and Vegetables,	20,667	87,792	108,459	0.59
Products of Animals:				
Live Stock,	27,547	31,692	59,239	0.32
Dressed Meats,	38,183	82,249	120,432	0.65
Other Packing-House Products,	6,130	29,236	35,366	0.19
Poultry, Game, and Fish,	22,863	8,334	31,197	0.17
Wool,	25,618	24,855	50,473	0.27
Hides and Leather,	8,758	39,552	48,310	0.26
Products of Mines:				
Anthracite Coal,	833,444	671,031	1,504,475	8.22
Bituminous Coal,	1,796,656	856,331	2,652,987	14.51
Coke,	21,597	82,616	104,213	0.57
Ores,	34,366	21,526	55,892	0.30
Stone, Sand, and other like Articles,	618,734	84,790	703,524	3.85
Products of Forests:				
Lumber,	435,527	413,058	848,585	4.64
Manufactures:				
Petroleum and other Oils,	139,496	29,821	169,317	0.92
Sugar,	21,748	5,374	27,122	0.15
Iron, Pig and Bloom,	51,381	80,590	131,971	0.72
Iron and Steel Rails,	26,848	50,642	77,490	0.43
Other Castings and Machinery,	166,999	74,223	241,222	1.32
Bar and Sheet Metal,	141,541	251,739	393,280	2.15
Cement, Brick, and Lime,	414,220	177,586	591,806	3.24
Agricultural implements,	7,708	5,712	13,420	0.07
Wagons, Carriages, Tools, etc.,	3,263	2,819	6,087	0.03
Wines, Liquors, and Beers,	46,365	49,037	95,402	0.52
Household Goods and Furniture,	2,042	4,426	6,468	0.03
Merchandise,	2,386,245	1,342,214	3,728,459	20.39
Miscellaneous—Other Commodi- ties not mentioned above,	2,877,415	2,419,519	5,296,934	28.97
Total Tonnage—Entire Line,	10,503,543	7,780,190	18,283,733	100.00

Description of Equipment.

Item.	No. Added during Year.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
Locomotives—Owned and Leased:						
Passenger,	476	476	476	{ 10 Eames. 466 West.	399	<i>a</i>
Freight,	30	316	316	West'house.	316	<i>b</i>
Switching,	11	191	191	"	190	<i>c</i>
Total Locomotives in Serv.,	41	983	983	.....	905	.....
Total Locomotives Owned,	41	983	983	.....	905	.....
Cars—Owned and Leased: In Passenger Service—						
First Class Cars,	40	1,230	1,230	{ 21 Eames. 1209 West.	1,209	<i>d</i>
Combination Cars,	267	267	267	{ 6 Eames. 261 West.	261	<i>e</i>
Dining Cars,	2	5	5	West'house.	5	<i>f</i>
Parlor Cars,	16	110	110	"	110	<i>g</i>
Sleeping Cars,	7	33	33	"	33	<i>h</i>
Baggage, Express, and Postal Cars,	14	277	277	{ 1 Eames. 276 West.	276	<i>i</i>
Total,	79	1,922	1,922	.....	1,894	.....
In Freight Service—						
Box Cars,	437	6,135	5,969	West'house.	6,135	<i>j</i>
Flat Cars,	354	1,952	1,864	"	1,952	<i>k</i>
Stock Cars,	6	6	1	"	6	<i>l</i>
Coal Cars,	558	5,672	5,502	"	5,672	<i>m</i>
Tank Cars,	2	2	2	"	2	<i>n</i>
Refrigerator Cars,	1	1	1	"	1	<i>o</i>
Total,	1,350	13,768	13,339	.....	13,768	.....
In Company's Service:—						
Officers' and Pay Cars,	13	13	13	West'house.	13	<i>p</i>
Derrick Cars,	45	34	34	"	45	<i>q</i>
Caboose Cars,	22	281	216	"	281	<i>r</i>
Other Road Cars,	1	248	186	"	232	<i>s</i>
Total,	23	587	449	.....	571	.....
Total Cars in Service,	1,452	16,277	15,710	.....	16,233	.....
Total Cars Owned,	1,452	16,277	15,710	.....	16,233	.....

a 348 National-Hinson, 51 Tower. *b* 18 National-Hinson, 283 Tower, 15 Thurmond, 1 Gould.
c 4 National-Hinson, 177 Tower, 9 Thermond. *d* 104 National-Hinson, 12 Tower, 49 Miller, 1 Gould,
38 Van Dorn, 1 National Hinson-Major, 4 Janney-Miller. *e* 250 National-Hinson, 2 Miller, 9 Van
Dorn. *f* 5 National-Hinson. *g* 110 National-Hinson. *h* 33 National-Hinson. *i* 276 National-Hinson.
j See statement page 290. *k* See statement page 290. *l* 4 Janney, 2 Tower. *m* See statement page
290. *n* 1 Janney, 1 Tower. *o* 1 Tower. *p* 13 National-Hinson. *q* 6 Janney, 4 Trojan, 33 Tower,
1 American, 1 Gould. *r* 114 Janney, 1 Trojan, 146 Tower, 12 Chicago, 1 Gould, 4 Janney-Tower, 1
Janney-Chicago, 2 Tower-Chicago. *s* 41 Janney, 1 Trojan, 166 Tower, 3 Chicago, 1 National, 4
American, 3 Gould, 10 National-Hinson, 2 Miller, 1 Janney-Standard.

Description of Equipment—Continued.

STATEMENT OF FREIGHT EQUIPMENT FITTED WITH AUTOMATIC COUPLERS,
JUNE 30, 1903.*Box Cars.*

1940 Janney	1 Little Giant	10 Buckeye	
237 American	3249 Tower	34 National-Hinson	
5 Major	15 Gould	32 National	
180 Trojan	54 Chicago	1 Norton	
1 Standard			
13 Cars with 1 Janney	1 Trojan	139 Cars with 1 Janney	1 Tower
8 " 1 "	1 Chicago	5 " 1 "	1 National
25 " 11 "	1 American	23 " 1 "	1 Gould
3 " 1 "	1 Buckland	2 " 1 "	1 Major
2 " 1 "	1 Monarch	1 " 1 "	1 Dowling
1 " 1 "	1 Hein	1 " 1 "	1 Smilie
27 " 1 Trojan	1 Tower	1 " 1 Trojan	1 American
6 " 1 "	1 Gould	1 " 1 "	1 Pooley
5 " 1 Tower	1 Chicago	5 " 1 Tower	1 National
43 " 1 "	1 American	2 " 1 "	1 Standard
19 " 1 "	1 Gould	3 " 1 "	1 Buckeye
1 " 1 "	1 Norton	4 " 1 "	1 Major
6 " 1 "	1 Monarch	1 " 1 "	1 Little Giant
1 " 1 "	1 Hein	1 " 1 "	1 Smilie
1 " 1 "	1 Thurmond	3 " 1 Chicago	1 American
2 " 1 Chicago	1 Gould	1 " 1 National	1 Gould
1 " 1 National	1 Hein	2 " 1 American	1 Standard
13 " 1 American	1 Gould	2 " 1 "	1 Hein
2 " 1 "	1 Smilie		
Total, 6135 cars.			

Flat Cars.

371 Janney		1 Gould		28 Chicago
5 American		1201 Tower		23 National
282 Trojan		1 Buckeye		
7 Cars with 1 Janney	1 Trojan	16 Cars with 1 Janney	1 Tower	
1 " 1 "	1 Chicago	2 " 1 "	1 National	
1 " 1 "	1 American	1 " 1 "	1 Gould	
2 " 1 Trojan	1 Tower	1 " 1 Trojan	1 National	
2 " 1 "	1 Gould	1 " 1 "	1 Major	
3 " 1 Tower	1 National	1 " 1 Tower	1 American	
1 " 1 "	1 Monarch	1 " 1 National	1 "	
Total, 1952 cars.				

Coal Cars.

686 Janney	4554 Tower	16 National	
14 American	3 Gould	1 Major	
112 Trojan	118 Chicago	1 Monarch	
93 Standard	1 Norton		
8 Cars with 1 Janney	1 Trojan	34 Cars with 1 Janney	1 Tower
1 " 1 "	1 Chicago	1 " 1 "	1 National
1 " 1 "	1 American	1 " 1 "	1 Gould
16 " 1 Trojan	1 Tower	1 " 1 Trojan	1 Chicago
2 " 1 Tower	1 Chicago	1 " 1 Tower	1 National
2 " 1 "	1 American	2 " 1 "	1 Standard
1 " 1 "	1 Gould	1 " 1 "	1 Buckeye
1 " 1 "	1 Monarch		
Total, 5672 cars.			

Mileage.

a. Mileage of road operated (all Tracks):

Line in Use.	LINES REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract etc.	Line Operated under Track-age Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track,	233.94	204.36	183.83	1,348.22	37.17	29.60	2,037.12	* 4.41	.....	2,007.52
Miles of sec'd track,	233.94	4.84	11.50	404.15	.....	12.60	667.03	.....	.....	654.43
Miles of third track,	55.32	.....	1.25	20.64	.....	12.45	89.66	.....	.....	77.21
Miles of fourth track,	55.32	.....	1.25	19.58	.....	12.45	88.60	.....	.....	76.15
Miles of yard track and sidings,	231.24	56.52	140.84	763.35	19.27	.....	1,211.22	21.88	222.74	988.48
Total mileage operated.	809.76	265.72	338.67	2,555.94	56.44	67.10	4,093.63	*26.29	222.74	3,803.79

* New line constructed during year (Mass. 3.86, Rhode Island .55)—4.41 miles.

* New line constructed during year (Mass. 3.86, Rhode Island .55)	4.41
Less line shortened (Mass.)	.97

3.44 "

Leased line of Attleboro Branch Railroad Company sur-

Leased line of Attleboro Branch Railroad Company surrendered June 30, 1903 (Mass.),	4.00 "
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Net decrease in mileage operated,	.56	"
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b. Mileage of line operated, by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Track-age Rights.	Total Mileage Operated.	New Line Constructed during Year.	Steel Rails (Excluding Track-age Rights).
	Main Line.	Branches and Spurs.							
Connecticut,	170 01	196.09	99.23	422 37			887.75		887.75
Massachusetts, . . .	5.95		63 60	766.80	37.17	6.62	880.14	3.86	873.52
Rhode Island, . . .	43.94	8.27	9.45	128.58			190.24	.55	190.24
New York,	14.04		11.50	30.47		22.98	78.99		56.01
Total mileage operated,	233.94	204.36	183.83	1,348.22	37.17	29.60	2,037.12	* 4.41	2,007.52

c. Mileage of line owned, by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	170.01	196.09	366.10	366.10
Massachusetts,	5.95	.....	5.95	5.95
Rhode Island,	43.94	8.27	52.21	52.21
New York,	14.04	.....	14.04	14.04
Total mileage owned, .	233.94	204.36	438.30	438.30

Mileage—State of Connecticut.

a. Mileage of road operated (all tracks) :

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.					Iron.	Steel.
Miles of single track,	170.01	196.09	99.28	422.37	887.75			887.75
Miles of second track,	170.01	3.18	.....	75.86	248.55			248.55
Miles of third track,	42.44	.....	.....	.....	42.44			42.44
Miles of fourth track,	42.44	.....	.....	.....	42.44			42.44
Miles of yard track and sidings,	186.05	55.24	35.14	182.98	459.41	10.62	55.92	403.49
Total mileage operated,	610.95	254.51	134.42	680.71	1,680.59	10.62	55.92	1,624.67

b. Mileage of line owned in Connecticut (all tracks) :

State of Connecticut.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Miles of single track, . . .	170.01	196.09	366.10	.....	.....	366.10
Miles of second track, . . .	170.01	3.18	173.19	.....	.....	173.19
Miles of third track, . . .	42.44	.....	42.44	.....	.....	42.44
Miles of fourth track, . . .	42.44	.....	42.44	.....	.....	42.44
Miles of yard track and sidings,	186.05	55.24	241.29	9.46	32.61	208.68
Total mileage owned, . . .	610.95	254.51	865.46	9.46	32.61	822.85

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Steel,	316.525	100 lbs.	
"	6.102	88 "	
"	6.695	86 "	
" . . . . .	.684	79 "	
"	1,884.642	78 "	
"	3,392.482	74 "	
" . . . . .	.312	70 "	
"	1.500	66 "	
Total,	5,608.942	.....	\$27.51

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
First Quality,	1,110,789	39.99 cts.
Second Quality,	272,532	25.15 "
Total,	1,383,321	37.06 cts.

Consumption of Fuel by Locomotives.

Locomotives.	COAL—TONS.		Soft Wood. Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed per Mile.
	Anthra- cite.	Bitu- minous.				
Passenger,	24,022.33	567,419	930.75	591,906.70	14,874,669	79.59
Freight,	3,675.58	570,139	771.00	574,200.08	8,137,574	141.12
Switching,	19,188.47	221,606	453.00	241,020.97	6,555,647	73.53
Construction,	10.00	30,313	176.00	30,411.00	782,757	77.70
	5.00	349	.....	354.00	9,575	73.94
Total,	46,901.38	1,389,826	2,330.75	1,437,892.75	30,360,222	94.72
Average cost at } dist. point, }	\$4.06	\$3.80	\$2.03	\$3.81		

Accidents to Persons—State of Connecticut.

a. Accidents resulting from the movement of trains, locomotives, or cars :

EMPLOYEES.

Kind of Accident.	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		SHOPMEN.		TRACKMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling, . . . .	....	16	....	....	....	....	....	....	....	....	....	16
Collisions,	4	18	....	....	....	....	....	....	....	....	4	18
Deraillments, . . . .	....	1	....	....	....	....	....	....	....	....	....	1
Parting of Trains, . . . .	....	1	....	....	....	....	....	....	....	....	....	1
Falling from Trains, Locomotives, or Cars,	8	29	....	....	....	....	....	1	....	1	8	31
Jumping on or off Trains, Locomotives, or Cars, . . . .	....	12	....	....	....	....	....	....	1	....	1	12
Struck by Trains, Locomotives, or Cars,	5	6	2	1	1	....	10	2	2	4	20	13
Overh'd Obstruct'ns,	4	4	....	....	....	....	....	....	....	....	4	4
Other Causes, . . . .	....	14	....	....	....	....	....	1	....	1	....	16
Total,	21	101	2	1	1	....	10	4	3	6	37	112

Kind of Accident.	OTHER PERSONS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions,	4	36	..	..	..	..	..	..
Falling from Trains, Locomotives, or Cars, . . . .	..	6	4	9	..	..	4	9
Jumping on or off Trains, Locomotives, or Cars, . . . .	..	4	4	14	..	1	4	15
Struck by Trains, Locomotives, or Cars—								
At Highway Crossings, . . . .	..	..	..	..	9	14	9	14
At Stations, . . . .	..	1	..	..	5	2	5	2
At other points along track, . . . .	..	..	72	27	..	..	72	27
Other Causes, . . . .	..	1	3	..	..	..	3	..
Total,	4	48	83	50	14	17	97	67

Accidents to Persons—State of Connecticut.—Continued.

Summary	TOTAL.	
	Killed.	Injur'd.
Employees,	37	112
Passengers,	4	48
Other persons,	97	67
Total,	138	227

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars :

EMPLOYEES.

Kind of Accident.	Station Men Injured.	Trackmen Injured.	Other Employees Injured.	Total Employees Injured.	Other Persons Injured.	Total Injured.
Handling supplies, etc., .	..	1	..	1	..	1
Other causes,	1	..	1	2	1	3
Total,	1	1	1	3	1	4

Characteristics of Road.—Concluded.

* BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Stone, . . .	240	7,442	..	10	..	580	..
Iron, . . .	938	71,436	..	10	..	1,543	..
Wooden, . . .	386	17,398	..	10	..	470	..
Total, . . .	1,564	97,276	..	..	..	..	..
Trestles, . . .	230	58,247	..	13	6	2,863	..
Tunnels, . . .	5	2,257	..	176	..	1,200	..

* Includes data applying to leased lines.

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings :			
Bridges,	515	14	1
Conduits,	7	14	1
Trestles,	49	14	1
Total,	571	..	..
Overhead Railway Crossings :			
Bridges,	20	14	6
Conduits,	1	15	..
Total,	21	..	..
Tunnels,	5	14	8

GAUGE OF TRACK — 4 feet 8½ inches; 438.30 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
392.10	Western Union Telegraph Co.	Western Union Telegraph Co.
46.20	Conn. River Telegraph Co.	Conn. River Telegraph Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease :

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
American Cereal Co., Desp., . . .	Box,	3/5	\$3.35
American Cotton Oil Co., . . .	Tanks,	3/4	1,499.34
American East Freight, . . .	Tanks & Box,	3/4 3/5	248.37
American Live Stock Trans. Co., . . .	Stock,	3/5	2.93
American Refr. Transit Co., . . .	Refrigerator,	3/4	745.10
American Steel & Wire Co., . . .	Gondola,	3/5	7.53
American Tank Line, . . .	Tanks,	3/4	42.10
Anglo-American Refrigerator Car Co., . . .	Rf., Bx., Tks.,	3/5 3/4	713.62
American Car and Foundry Co., . . .		3/5	1.74
Ajax Tank Line, . . .	Tanks,	3/4	3.08
Arbuckle's Ariosa Despatch, . . .	Box,	3/5	342.81
Arms Palace Horse Car Co., . . .	Stock,	3/5	257.28
Armour Refrigerator Line, . . .	Bx., Tks., Rf.,	3/5 3/4	15,523.84
Barrett Manufacturing Co., . . .	Tanks,	3/4	.85
Berwind-White Coal Mining Co., . . .	Coal,	3/5	269.13
Booth & Co., A., . . .	Refrigerator,	3/4	109.02
Brill, J. G. Co., . . .	Flat,	3/5	145.19
Buckeye Transportation Co., . . .	Refr., Tanks,	3/4	118.81
Burton Stock Car Co., . . .	Stock,	3/5	15 07
Beadle-ton & Woerz, . . .	Refrigerator,	3/4	15.85
Brooklyn Cooperage Co., . . .	Box,	3/5	137.35
Buckeye Cotton Oil, . . .	Box,	3/5	3 06
Chicago, N. Y. & Boston Refr. Co., . . .	Refrigerator,	3/4	589.08
Cleveland Provision Co., . . .	Refrigerator,	3/4	7.47
Cold Blast Transportation Co., . . .	Refrigerator,	3/4	2,625.11
Commerce Despatch Line, . . .	Box,	3/5	19.45
Continental Fruit Express, . . .	Refrigerator,	3/4	723.44
Crescent Tank Line, . . .	Tanks,	3/4	99.87
Crystal Car Line, . . .	Tanks,	3/4	.15
Cudahy Milwaukee Refrigerator Line, . . .	Refrigerator,	3/4	3.22
Cudahy Refrigerator Line, . . .	Tanks, Refr.,	3/4	2,468.61
Cochrane Chemical Works, . . .	Tanks,	3/4	89.28
Cutting Car Co., . . .	Bark,	3/5	2.96
Cornplanter Tank Line, . . .	Tanks,	3/4	2.36
Columbia Tank Line, . . .	Tanks,	3/4	40.74
Continental Refining Co., . . .	Tanks,	3/4	7.84
Cudahy, John Co., . . .	Refr., Tanks,	3/4	3.78
Crystal Oil Works, . . .	Tanks,	3/4	.93
Dairy Shippers' Despatch, . . .	Refrigerator,	3/4	138 47

Car Mileage. — Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Dold Packing Company, J.,	Refrigerator,	3/4	\$95.01
Dairy and Dr. Poultry Line,	Refrigerator,	3/4	1.41
Eagle Cotton Oil,	Tanks,	3/4	4.90
Empire Oil Works,	Tanks,	3/4	74.84
Eastern L. Stock Ex.,	Stock,	3/5	5.82
Freeman Bros. Refrigerator Line,	Refrigerator,	3/4	6.49
Freedom Oil Works,	Tanks,	3/4	1.93
Fox River Desp.,	Refrigerator,	3/4	.80
Guffey, J. M., & Co.,	Tanks,	3/4	4.37
Guffey Petroleum Co.,	Tanks,	3/4	21.33
Geiser Manufacturing Co.,		3/5	1.74
German-American Car Co.,	Refr., Tanks,	3/4	28.94
Hackett Refrigerator Car Co.,	Refrigerator,	3/4	15.18
Hammond Refrigerator,	Box, Refr.,	3/5 3/4	3,205.43
Horlick's Food Co. Car Line,	Box,	3/5	18.14
Irish Bros.,	Coal,	3/5	9.06
Iroquois Line,		3/5	1.07
Independent Refining Co.,	Tanks,	3/4	.46
Jackson Sharp & Co.,	Flats,	3/5	5 22
Keystone Live Stock Exp.,	Stock,	3/5	796 05
Kingan Refrigerator,	Refrigerator,	3/4	60 45
Kansas City Refrigerator Car Co.,	Refrigerator,	3/4	317.95
Lipton Car Lines,	Refrigerator,	3/4	108.13
Louisville Packing Co.,	Refrigerator,	3/4	15.11
Laconia Car Co.,	Flats,	3/5	10 94
Libby, McNeill & Libby,	Refrigerator,	3/4	7.57
Lackawanna Iron & Steel Co.,	Coal,	3/5	2.29
Latt, G. C.,	Tanks,	3/4	.08
Mather Stock Car Co.,	Stock,	3/5	47.42
Merchants' Desp. Transportation Co., . . .	Box, Refr.,	3/5 3/4	6,106.33
Miller Refrigerator Line,	Refrigerator,	3/4	10.77
Moshannon Mining Co.,	Coal,	3/5	6.58
Morrell Refrigerator Line,	Refrigerator,	3/4	100.20
Monongah. Coal and Coke,	Coal,	3/5	34.35
Fairmount Coal Co.,			
Michigan Ammonia Works,	Tanks,	3/4	5.37
Morse, C. H. & Co.,		3/5	1.44
Morris Refrigerator Line,	Box, Refr.,	3/5 3/4	2,709.02
No. & So. Rolling Stock Co.,	Box, Refr.,	3/5 3/4	121.78
New England Gas and Coke Co.,	Coke,	3/5	388.94
Narragansett Brewing Co.,	Refrigerator,	3/4	403.76
New Jersey Term. Co.,		3/5	4.03
National Ammonia Co.,	Tanks,	3/4	.52
Omaha Packing Co. Car Lines,	Tanks, Refr.,	3/4	837.75
Puritan C. Min. Co.,	Coal,	3/5	.16
Piper, W. H. & Co.,		3/5	.19
Pabst Refrigerator Line,	Ref. insulated,	3/4	68 71
Pacific Stock Express,	Stock,	3/5	304.79
Pittsburg Coal Co.,	Coal,	3/5	6.68
Produce Shippers' Desp.,	Refrigerator,	3/4	226.18
Provision Dealers' Desp.,	Refrigerator,	3/4	382.19
Penn. Gas Coal Co.,	Coal,	3/5	60.66
Pease Car & Locomotive Works,		3/5	.68
Penn. Steel Co.,		3/5	5.32
Pitts. Plate Glass Co.,		3/5	10.88

Car Mileage. — Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Penn. Paraffine Works,	Tanks,	3/4	\$.87
Red (C) Oil Manufacturing Co.,	Tanks,	3/4	.28
St. Louis Dressed B. & P. Co. Refr.,	Refrigerator,	3/4	135.97
St. Louis Refrigerator Car Co.,	Refrigerator,	3/4	455.31
Santa Fe Refrigerator Line,	Refrigerator,	3/4	621.95
Shippers' Refrigerator Car Co.,	Refrigerator,	3/4	599.93
Southern Desp. Lumber Line,	Box, Refr.,	3/5 3/4	85.35
Squire's Car Co.,	Stock,	3/5	236.75
Standard Butterine Refrigerator Exp.,	Refrigerator,	3/4	6.86
Street's Western Stable Car,	Stock,	3/5	40.39
Swift's Refrigerator Line,	Box, Refr.,	3/5 3/4	10,204.11
Swift's Live Stock Exp.,	Stock,	3/5	798.40
Springfield Brewing Co.,	Refrigerator,	3/4	174.66
Smith, Levi,	3/4		1.78
Speares Tank Line,	Tanks,	3/4	128.69
Special Freight Despatch,	3/5		7.54
So. Eastern Desp.,	3/5		3.20
St. Louis Car Co.,	3/5		12.36
Tide Water Oil Co.,	Tanks,	3/4	105.54
Titusville Oil Works,	Tanks,	3/4	.94
Union Refrigerator Transit Co.,	Box, Ref.,	3/5 3/4	810.64
Union Tank Line,	Box, Tank,	3/5 3/4	4,924.91
U. S. Navy Car No. 1, Portsmouth, N. H.,	Flat,	3/5	3.48
Union Dumping Box C. Co.,	Box,	3/5	12.32
United Refrigerator Co.,	Refrigerator,	3/4	.26
Venice Transportation Co.,	Box, Flat,	3/5	5.42
Vinton Colliery Co.,	Coal,	3/5	1.68
Western Live Stock Exp.,	Stock,	3/5	448.23
Western Refrigerator Line,	Refrigerator,	3/4	41.84
Western Refrigerator Transit Co.,	Refrigerator,	3/4	24.77
Westmoreland Coal Co.,	Coal,	3/5	2,865.16
Warren Refining Co.,	Tanks,	3/4	85
Wason Manufacturing Co.,	3/5		21.54
Wicks, H. K. & Co.,	3/5		.92
Webster Coal & Coke Co.,	Coal,	3/5	.25
Total, . . . . .			.....

Taxes and Assessments of all Kinds.

a. For reporting Company's owned and proprietary lines:

State or Territory.	AD VALOREM TAX.		Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	On Property Owned not used in operation and Miscellaneous.	Internal Revenue U. S. Government.	Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends, or other Results of Operation.				
Massachusetts, . . .	\$462,584.54	\$519,742.87	.....	\$15,065.09	.....	\$997,393.10
Connecticut, . . .	32,301.15	982,017.61	.....	.....	.....	1,014,318.76
Rhode Island, . . .	185,416.55	.....	.....	1,318.65	.....	186,735.20
New York, . . .	175,817.53	.....	\$12,245.38	458.29	.....	188,521.20
Illinois, . . .	11.46	.....	.....	.....	.....	11.46
All States, . . .	.....	.....	.....	.....	\$1,590.20	1,590.20
Total, . . .	\$856,131.23	\$1,501,760.48	\$12,245.38	\$16,842.63	.....	\$2,385,389.52

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President of The New York, New Haven & Hartford Railroad Company, on our oaths do say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

H. M. KOCHERSPERGER,
Comptroller.

Subscribed and sworn to before me this 28th day of September, 1903.

JOHN G. PARKER,
Notary Public.

STATE OF MASSACHUSETTS, }
COUNTY OF BERKSHIRE, } ss.

Subscribed and sworn to by H. M. Kochersperger, before me this 26th day of September, 1903.

CHARLES E. EVANS,
Notary Public.

NORWICH & WORCESTER RAILROAD CO.

History.

Name of common carrier making this report: Norwich & Worcester Railroad Company.

Date of organization: June 22, 1836.

Under laws of what Government, State, or Territory organized: Massachusetts and Connecticut.

What carrier operates the road of this company: The New York, New Haven & Hartford R. R. Co.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
EDWARD L. DAVIS,	Worcester, Mass.	January 13, 1904.
THOMAS B. EATON,	" "	" "
JOSIAH H. CLARKE,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.	" "
STEPHEN SALISBURY,	Worcester, Mass.	" "

Total number of stockholders at date of last election: 955.

Date of last meeting of stockholders for election of directors: January 14, 1903.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: M. M. Whittemore, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	M. M. WHITTEMORE,	New Haven, Conn.
Treasurer,	M. M. WHITTEMORE,	New Haven, Conn.

Property Operated.

Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the General Balance Sheet (p. 310).

Name.	Character of Business.	Title.
Norwich & New York Transportation Company.	Steamboat Transportation.	This Company is owned by the Norwich & Worcester R. R. Co., and its steamers run between New London and New York through Long Island Sound.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 309) :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Norwich & Worcester.	Groton.	Worcester.	N. Y., N. H. & H. R. R. Co.	100 yrs. lease.	71.60

Property Leased, or Otherwise Controlled for Operation.

This Company leased its road to the Boston, Hartford & Erie R. R. Company for one hundred years from February 9, 1869. The lessee pays 8% dividends on this Company's preferred capital stock and interest on its debt and operates the road.

Amendment to above lease, and lease itself, assumed by the New York, New Haven & Hartford Railroad Company, July 1, 1898.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	66	\$100.00	\$6,600.00	\$6,600.00	.....	.....
Preferred,	38,250	100.00	3,825,000.00	3,000,000.00	8 p. ct.	\$240,000.00
Total,	38,316	.....	\$3,831,600.00	\$3,006,600.00	.....	\$240,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common,	66	*\$6,600.00
Issued for Construction : Common,	28,711	†3,169,892.83
Issued for Stock, The Nor. & N. Y. Trans. Co.: Preferred,	1,289	225,575.00
Total,	30,066	\$3,402,067.83

* No dividends declared on this.

† To be converted into preferred stock whenever presented.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
	Date of Issue.	When Due.				
Deb. Bonds,	Mar. 1 1897	Mar. 1 1927	\$2,000,000.00	\$1,200,000.00	\$1,200,000.00	\$1,280,628.00

INTEREST.

Rate.	When Payable.	Amount Accrued during year.	Amount Paid during Year.
4 per cent.	September 1st and March 1st.	\$48,000.00	\$48,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p.309), Debentures, . . .	\$1,200,000.00	\$1,200,000.00	\$48,000.00	\$48,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash,	\$87,858.96	Audited Vouchers and Accounts,	\$203.00
Bills Receivable,	285,000.00	Dividends not called for,	3,023.00
Other Cash Assets (excluding "materials and supplies"),*	28,512.00	Matured Interest Coupons unpaid,	180.00
Total Cash and Current Assets,	\$401,370.96	Rents due July 1,	60,758.00
		Total Current Liabilities,	\$64,164.00
		Balance—Cash Assets,	337,206.96
		Total,	\$401,370.96

* Materials and supplies on hand, \$450,869.65.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital Stk. (p. 307),	\$3,006,600.00	\$3,006,600.00	.....	71.60	\$41,991.62
Bonds (p. 308) .	1,200,000.00	920,000.00	\$280,000.00	71.60	12,849.16
Total,	\$4,206,600.00	\$3,926,600.00	\$280,000.00	.....	\$54,840.78

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Construction :			
Real Estate, . . . . .	.....	\$1,053.00	.....
Total Construction,	\$3,982,763.51	\$3,983,816.51	\$55,659.90
Total Equipment,	179,750.67	179,750.67	2,510.48
Grand Total Cost Construction, Equipment, etc.,	\$4,162,514.18	\$4,163,567.18	\$58,150.38

Income Account.

Income from lease of road,	\$290,081.30	
Miscellaneous Income, less Expenses (p. 310), .	736.58	
Total Income,		\$290,817.88
Deductions from Income :		
Salaries and Maintenance of Organization, .	\$2,619.43	
Interest on Funded Debt accrued (p. 308), .	48,000.00	
Total Deductions from Income,		50,619.43
Net Income,		\$240,198.45
Dividends, 8 per cent., Preferred Stock (p. 307), .		\$240,000.00
Surplus from Operations of year ending June 30,		
1903,		\$198.45
Surplus on June 30, 1902,		1,231,952.42
Surplus on June 30, 1903,		\$1,232,150.87

Stocks Owned.

Name.	Total Par Value.	Valuation.
The Norwich & New York Transportation Co.,	\$500,000.00	\$500,000.00

Miscellaneous Income.

Item.	Net Miscellaneous Income.
Interest from deposits,	\$736.58

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	YEAR ENDING JUNE 30, 1903.	
			Increase.	Decrease.
\$3,982,763.51	Cost of Road (p. 309), . . .	\$3,983,816.51	\$1,053.00	.....
179,750.67	Cost of Equipment (p. 309), . .	179,750.67	.....	.....
500,000.00	Stocks owned (p. 310), . . .	500,000.00	.....	.....
3,107.08	Lands owned,	3,107.08	.....	.....
401,646.51	Cash and current assets (p. 308), .	401,370.96	.....	\$275.55
450,869.65	Materials and supplies, . . .	450,869.65	.....	.....
\$5,518,137.42	Grand total,	\$5,518,914.87	\$777.45	.....

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	YEAR ENDING JUNE 30, 1903.	
			Increase.	Decrease.
\$3,006,600.00	Capital Stock (p. 37), . . .	\$3,006,600.00	.....	.....
1,200,000.00	Funded Debt (p. 308), . . .	1,200,000.00	.....	.....
63 585.00	Current Liabilities (p. 308), .	64,164.00	\$579.00	.....
16,000.00	Accrued Interest on Funded Debt not yet payable, . .	16,000.00	.....	.....
1,231,952.42	Profit and Loss,	1,232,150.87	198.45	.....
\$5,518,137.42	Grand Total,	\$5,518,914.87	\$777.45	.....

Contracts, Agreements, etc.

None. Lessee makes all contracts.

Security for Funded Debt.

Debenture Bonds. Road not mortgaged.

Employees and Salaries.

Reported by N. Y., N. H. & H. R. R. Co.

Description of Equipment.

None. Included in report of N. Y., N. H. & H. R. R. Co.

Mileage.

Mileage of line owned by states and territories (single track) :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Groton to State Line in Conn., .	53.14	.63	53.77	....
State Line to Worcester in Mass.,	17.83	....	17.83	....
Total Mileage owned, . . .	70.97	.63	71.60	71.60

Characteristics of Road.

Included in N. Y., N. H. & H. R. R. Co.'s report.

GAUGE OF TRACK — 4 feet 8½ inches ; 71.60 miles.

Telegraph.

Included in report of N. Y., N. H. & H. R. R. Co.

R. R. — 11*

Oath.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF WORCESTER, } ss.

We, the undersigned, A. G. Bullock, President, and M. M. Whittemore, Treasurer, of the Norwich & Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. G. BULLOCK,
President.

M. M. WHITTEMORE,
Treasurer.

Subscribed and sworn to before me this 8th day of September, 1903.

D. W. CARTER,
Justice of the Peace.

RIDGEFIELD & NEW YORK RAILROAD COMPANY.

History.

Name of common carrier making this report : Ridgefield & New York Railroad Company.

Date of organization : June 1, 1869.

Under laws of what Government, State, or Territory organized : Connecticut and New York. Chartered by the Legislature of Connecticut, June, 1867. Amendments to charter in Connecticut July 5, 1870 ; July 6, 1870 ; July 1, 1876 ; February 24, 1880 ; April 2, 1884 ; February 19, 1886 ; May 1, 1889 ; April 4, 1895, June 6, 1899, and April 29, 1903. Chartered by Legislature of New York May 6, 1872, Chap. 533, and April 12, 1873, Chap. 207.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
R. J. WALSH,	Greenwich, Conn.	June 7, 1904.
CECIL C. HIGGINS,	New York City.	" "
HIRAM K. SCOTT,	Ridgefield, Conn.	" "
WILLIAM J. MEAD,	Greenwich, Conn.	" "
CORNELIUS MEAD,	Greenwich, Conn.	" "
WILLIAM H. BEERS,	Ridgefield, Conn.	" "
LOUIS L. VOLDEN,	Ridgefield, Conn.	" "
HIRAM K. SCOTT, JR.,	Ridgefield, Conn.	" "
GEORGE G. SCOTT,	Ridgefield, Conn.	" "

Total number of stockholders at date of last election : 99.

Total number of stockholders in Connecticut : 45.

Date of last meeting of stockholders for election of directors : June 2, 1903.

Post-office address of general office : Ridgefield, Conn.

Post-office address of operating office : Ridgefield, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : Hiram K. Scott, Secretary and Treasurer, Ridgefield, Conn.

Officers.

Title.	Names.	Location of Office.
Chairman of the Board,	R. J. WALSH,	Greenwich, Conn.
President,	R. J. WALSH,	" "
Secretary and Treasurer,	HIRAM K. SCOTT,	Ridgefield, "

Capital Stock.

Description.	Number of shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	25,000	\$50.00	\$1,250,000.00	\$261,800.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common,	4,308	\$215,400.00
Issued for stock of delinquent subscribers sold at auction,	928	14,300.00
Total,	5,236	\$229,700.00

Recapitulation.

Account.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock (p. 314),	\$261,800.00	30.45	\$8,597.69

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost per Mile.
Construction :			
Engineering,	\$15,097.97	\$15,097.97	\$495.82
Right of Way and Station Grounds,	15,980.50	15,980.50	524.81
Grading,	154,767.04	154,767.04	5,082.66
General Expenses,	45,014.65	45,014.65	1,478.31
Total Construction,	\$230,860.16	\$230,860.16	\$7,581.60

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.
\$230,860.16	Cost of Road (p. 314),	\$230,860.16
30,939.84	Profit and Loss,	30,939.84
\$261,800.00	Grand Total,	\$261,800.00

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.
\$261,800.00	Capital Stock (p. 314),	\$261,800.00

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss. GREENWICH.

We, the undersigned, R. J. Walsh, President, and Hiram K. Scott, Treasurer, of the Ridgefield & New York Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

R. JAY WALSH,
President.

HIRAM K. SCOTT,
Treasurer.

Subscribed and sworn to before me this 9th day of September, 1903.

ALFRED A. RUNDLE,
Notary Public.

SOUTH MANCHESTER RAILROAD CO.

History.

Name of common carrier making this report: South Manchester Railroad Company.

Date of organization: May session, 1866.

Under laws of what Government, State, or Territory organized: State of Connecticut.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.	
F. W. CHENEY,	So. Manchester, Conn.,	Until successor is appointed.	
R. O. CHENEY,	" "	"	"
HARRY G. CHENEY,	" "	"	"
FRANK CHENEY, JR.,	" "	"	"
CHARLES S. CHENEY,	" "	"	"

Total number of stockholders at date of last election, 9.

Date of last meeting of stockholders for election of directors: January 31, 1898.

Post-office address of general office: South Manchester, Conn.

Post-office address of operating office: South Manchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

Officers.

Title.	Names.	Location of Office.	
President,	F. W. CHENEY,	So. Manchester, Conn.	
Secretary,	RICHARD O. CHENEY,	"	"
Treasurer,	CHARLES S. CHENEY,	"	"
Attorney, or Gen. Counsel,	OLIN R. WOOD,	Manchester,	"
General Manager,	RICHARD O. CHENEY,	So. Manchester,	"
Chief Engineer,	GEORGE S. REED,	"	"
General Freight Agent,	CHARLES S. CHENEY,	"	"

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 319):

Name.	TERMINALS.		Miles of Line for each Road Named.
	From --	To --	
So. Manchester Railroad Co.	So. Manchester	Manchester.	2.25

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	400	\$100.00	\$40,000.00	\$40,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.
Cash and Current Assets, \$21,299.33	Loans and Bills Payable, . \$21,299.33

Materials and supplies on hand, \$2,929.60.

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 317),	\$40,000.00	\$40,000.00	2.25	\$17,777.77

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account:

Name of Road.	Capital Stock.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
South Manchester Railroad Co.,	\$40,000.00	2.25	\$17,777.77

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.	Cost Per Mile.
Total Construction,	\$89,024.98	\$89,024.98	\$39,566.66
Total Equipment,	32,294.85	32,294.85	14,353.27
Grand Total Construction. Equipment, } etc., }	\$121,319.83	\$121,319.83	\$53,919.93

Does the absence of any entry under the heading "Included in Operating Expenses" mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Account? Yes.

Do the amounts entered under the heading "Included in Operating Expenses" cover all expenditures for permanent improvements or betterments charged to Operating Expense Account? Yes.

Income Account.

Gross earnings from Operation (p. 319),	\$14,950.63	
Less Operating Expenses (p. 320),	15,101.90	
Deficit,		\$151.27
Taxes,	\$357.88	
Deficit,		509.15
Deficit from Operations of year ending June 30, 1903,		\$509.15
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 Report),		\$64,310.30
Deductions for year,		\$509.15

Earnings from Operation.

Item.	Actual Earnings.
Passenger :	
Total Passenger Revenue,	\$4,081.52
Express,	75.00
Extra Baggage and Storage,	5.95
Total Passenger Earnings,	\$4,162.47
Total Freight Revenue,	\$10,788.16
Total Freight Earnings,	\$10,788.16
Total Passenger and Freight Earnings,	\$14,950.63
Total Gross Earnings from Operation—Connecticut,	\$14,950 63
Total Gross Earnings from Operation—Entire Line,	\$14,950 63

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway,	\$2,501.34
Renewals of Rails,	778.74
Renewals of Ties,	552.72
Repairs and Renewals of Bridges and Culverts,	196.52
Repairs and Renewals of Buildings and Fixtures,	248.29
Other Expenses—Heating Roundhouse,	90.00
Total,	\$4,367.61
Maintenance of Equipment :	
Repairs and Renewals of Locomotives,	53.54
Repairs and Renewals of Passenger Cars,	37.80
Repairs and Renewals of Shop Machinery and Tools,	25.43
Total,	\$116.77
Conducting Transportation :	
Engine and Roundhouse Men,	2,973.50
Fuel for Locomotives,	2,483.06
Oil, Tallow, and Waste for Locomotives,	364.89
Train Service,	1,772.35
Train Supplies and Expenses — Partially Heating Cars,	70.00
Switchmen, Flagmen, and Watchmen,	1,017.00
Stationery and Printing,	148.52
Total,	\$8,829.32
General Expenses :	
Salaries of Clerks and Attendants,	1,500.00
General Office Expenses and Supplies,	23.86
Insurance,	63.08
Other Expenses,	201.26
Total,	\$1,788.20
Recapitulation of Expenses :	
Maintenance of Way and Structures,	4,367.61
Maintenance of Equipment,	116.77
Conducting Transportation,	8,829.32
General Expenses,	1,788.20
Grand Total,	\$15,101.90
Operating Expenses—State of Connecticut :	
Maintenance of Way and Structures,	4,367.61
Maintenance of Equipment,	116.77
Conducting Transportation,	8,829.32
General Expenses,	1,788.20
Total,	\$15,101.90

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$89,024.98	Cost of Road (p. 318), . .	\$89,024.98	.....	.....
32,294.85	Cost of Equipment (p. 318), . .	32,294.85	.....	.....
851.05	Tools and Fixtures,	851.05	.....	.....
.....	Cash and Current Assets (p. 317),	2,929.60	\$221.22	.....
2,708.38	Materials and Supplies, . .	.....	.....	\$2,708.38
\$124,879.26	Grand Total,	\$125,100.48	\$221.22	\$2,708.38

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$40,000.00	Capital Stock (p. 317), . .	\$40,000.00	.....	.....
20,568.96	Current Liabilities (p. 317), . .	21,299.33	730.37	.....
64,310.30	Profit and Loss (p. 319), . .	64,310.30	.....	\$509.15
\$124,879.26	Grand Total,	\$125,609.63	\$730.37	\$509.15

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compen- sation.	Av. Daily Compen- sation.
Station Agent and Conductor, . .	1	313	\$1,500.00	\$4.79
Other Station Men,	2	626	782.50	1.25
Engineers,	2	626	1,878.00	3.00
Firemen,	2	626	1,095.50	1.75
Other Trainmen,	2	626	1,408.50	2.25
Section Foremen,	1	313	829.00	2.65
Other Trackmen,	4	785	1,224.32	1.55
Switchmen, Flagmen, and Watchmen, .	2	678	1,017.00	1.50
All other Employees and Laborers, .	1	261	391.88	1.50
Total, excluding General Officers, .	17	4,854	\$10,126.70	\$2.06
Distribution of above:				
Maintenance of Way and Structures, .	5	1,098	2,053.32	1.87
Conducting Transportation,	12	3,756	8,073.38	2.15
Total, excluding General Officers, .	17	4,854	10,126.70	\$2.06

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATE.		
		Dollars.	Cts	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, . .	91,444			
No. of passengers carried one mile,	205,749			
No. of pass'gers carried 1 mile per mile of r'd,	91,444			
Average distance carried, miles,	2.25			
Total passenger revenue (p. 319),		4,081	52	
Average am't received from each passenger,			4	8.15
Average receipts per passenger per mile, . .			1	9 83
Total passenger earnings (p. 319),		4,162	47	
Passenger earnings per mile of road,		1,849	98	6.66
Passenger earnings per train mile,			27	9.68
Freight Traffic:				
No. of tons carried of freight earning reve- nue,	43,814			
No. of tons carried one mile,	98,581			
No. of tons carried one mile per mile of road,	43,814			
Average distance haul of one ton, miles, . .	2.25			
Total freight revenue (p. 319),		10,788	16	
Average am't received for each ton of freight,			24	6.22
Average receipts per ton per mile,			10	9.43
Total freight earnings (p. 319),		10,788	16	
Freight earnings per mile of road,		4,794	73	7.77
Freight earnings per train mile,		4	05	8.75
Total Traffic:				
Gross earnings from operation,		14,950	63	
Gross earnings from operation per mile of r'd,		8,866	94	6.66
Gross earnings from operation per train mile,			89	0.02
Operating expenses (p. 320),		15,101	90	
Operating expenses per mile of road,		6,711	95	
Operating expenses per train mile,		8	99	0.1
Income from operation (p. 319), deficit, . .		509	15	
Car Mileage, etc.:				
Mileage of passenger cars,	17,235			
Average No. of passenger cars per train mile,	1.16			
Average No. of passengers per train mile, .	13			
Mileage of loaded freight cars, No. or East,	2,556			
Mileage of loaded freight cars, So. or West,	8,050			
Mileage of empty freight cars, No. or East,	5,580			
Average No. of freight cars per train mile, .	6.09			
Average No. of loaded cars per train mile, .	3.99			
Average No. of empty cars per train mile, .	2.09			
Average No. of tons of freight per train mile,	37.08			
Average No. of tons of freight per loaded car mile,	9.29			
Average mileage operated during year, . .	2.25			
Train mileage:				
Mileage of revenue passenger trains,	14,140			
Mileage of revenue mixed trains,	743			
Mileage of revenue freight trains,	1,915			
Total Revenue Train Mileage,	16,798			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture :				
Grain,		41		.001
Flour,		90		.002
Other Mill Products,		760		.018
Hay,		205		.005
Products of Mines :				
Anthracite Coal,		5,902		.135
Bituminous Coal,		19,479		.445
Stone, Sand, and other like articles,		852		.019
Products of Forest :				
Lumber,		3,692		.084
Manufactures :				
Other Castings and Machinery,		340		.008
Cement, Brick, and Lime,		1,896		.043
Merchandise,	3,394	7,163	10,557	.241
Total Tonnage, Connecticut,	3,394	40,420	43,814	.....

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Total Locomotives in Service,	2	2	West. Auto.	2	M. C. B.
Total Combination Cars,	4	4	West. Auto.	4	Miller's.

Mileage.*a.* Mileage of road operated (all tracks):

Line in Use.	Total Mileage Operated.	RAILS.	
		Iron.	Steel.
Miles of single track,	2.25	..	2.25
Miles of yard track and sidings,	2.68	1.08	1.60
Total mileage operated,	4.93	1.08	3.85

b. Miles of line operated, by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock.	Steel Rails.
	Main Line.	
Connecticut,	2.25	2.25

New Rails Laid During Year.

Kind.	Tons.	Weight per Yard— Pounds.	Average Price per Ton at Distributing Point.
Steel,	21	56	\$37.00

New Ties Laid During Year.

Kind.	Number.	Average Price at Distributing Point.
Chestnut,	1,316	42 cents.

Consumption of Fuel by Locomotives.

Locomotives.	Coal, Tons. Bituminous.	Total Fuel Con- sumed, Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger and Freight,	306	306	16,798	40
Average Cost at Distrib- uting Point, . . .	\$8.46	.....	.....	.....

Accidents to Persons.

None.

Characteristics of Road.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges: Iron, . . .	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges,	1	19	10

GAUGE OF TRACK — 4 feet 8 $\frac{1}{2}$ inches ; 2.25 miles.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	6.75	Cheney Brothers.	Cheney Brothers.

Car Mileage.

None.

Taxes and Assessments of all Kinds.

State or Territory.	Ad Valorem Tax on the Value of Real and Personal Property.
State of Connecticut,	\$357.88

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, Frank W. Cheney, President, and Charles S. Cheney, Treasurer, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

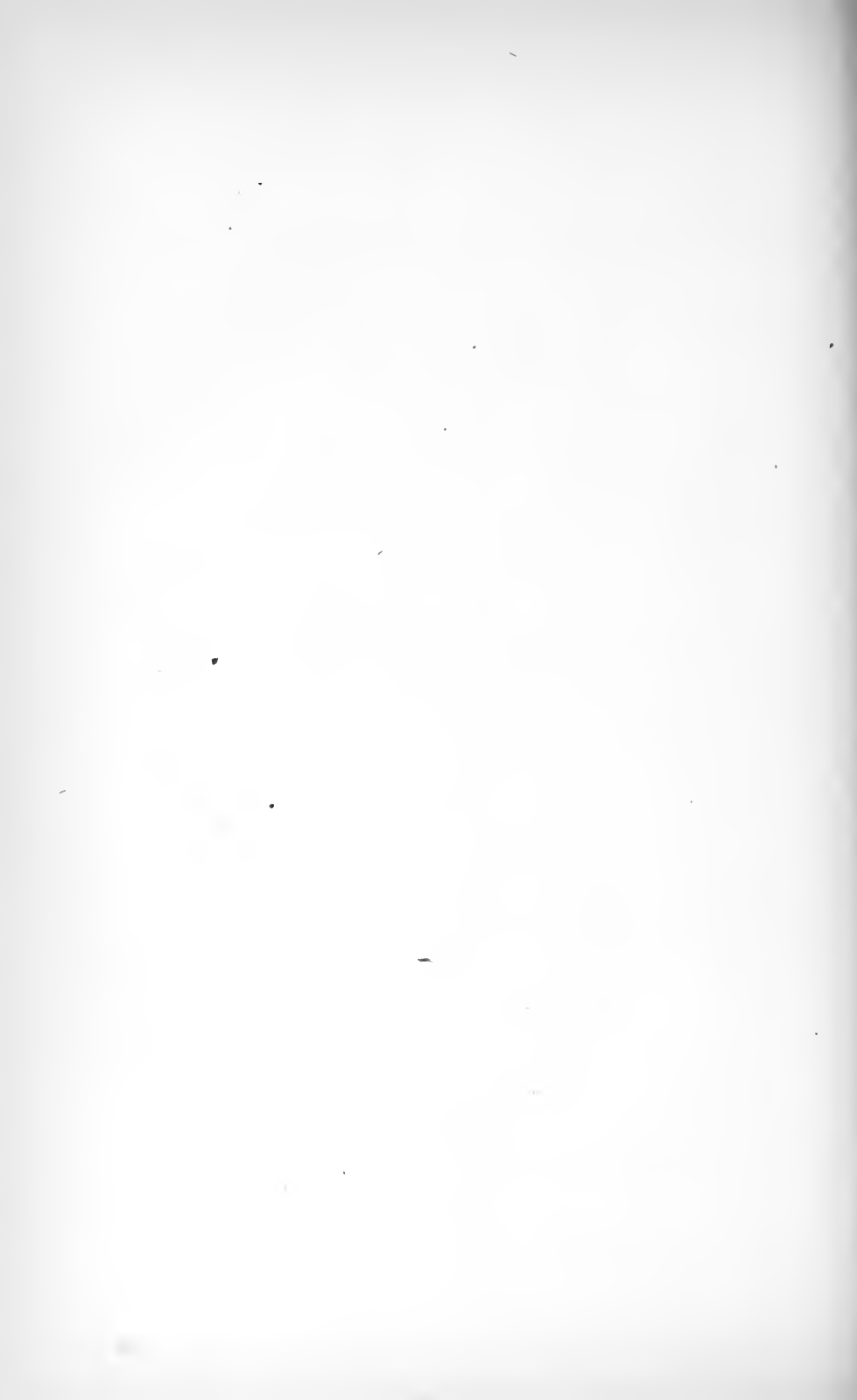
F. W. CHENEY,
President.

CHARLES S. CHENEY,
Treasurer.

Subscribed and sworn to before me this 14th day of September, 1903.

RICHARD O. CHENEY,
Notary Public.

STREET RAILWAYS.



BRANFORD LIGHTING & WATER COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive Power.
From	To				
East Haven,	Branford.	6.921	.899	7.82	.....

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.	Cost construction.
\$600,000.00	\$300,000	*\$335,000	None.	\$44,757.03	\$375,088.33

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
None.	\$54,195.68	\$54,195.68	\$35,598.40	\$5,143.53

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.203	\$13,134.36	\$1,897.75	.075	\$22,464.04

* Light, water, and railway departments, \$150,000 railway. (See note, page 331.)

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$3,245.78	.128	None.	*\$7,500.00	\$1,717.28	\$28,897.52

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$21,674.47	175,589	716,971	102,704 *	4	None.

History.

Name of company making this report : Branford Lighting & Water Company.

Date of organization : March, 1895.

Under laws of what State organized ; Connecticut.

If a consolidated company, name the constituent companies : Branford Electric Co., March, 1895.

Branford Electric Co., March, 1897.

Authority to construct water works and railways.

April, 1899, name changed to Branford Lighting & Water Co., with authority to purchase or consolidate with any water, gas, electric, heat, power, or railway companies.

April, 1903, authorized to increase capital stock to \$600,000, and bonds to \$500,000.

Date and authority for each consolidation : April, 1899.

Corporate Name and Address of the Company.

Branford Lighting and Water Company, Branford, Conn.

Officers of the Company.

Name.	Title.	Residence.
A. E. HAMMER,	President,	Branford, Conn.
W. G. BUSHNELL,	Vice-President,	New Haven, "
A. P. SHEPARDSON,	Treasurer,	Branford, "
A. M. YOUNG,	Secretary,	" "

* Interest on railway bonds.

Directors of the Company.

Name.	Residence.
A. E. HAMMER,	Branford, Conn.
A. M. YOUNG,	" "
A. P. SHEPARDSON,	" "
W. G. BUSHNELL,	New Haven, "
F. F. BREWSTER,	" "

Capital Stock.

	COMMON.		Cash realized on Amount issued.
	No. of Shares.	Total Par Value.	
Authorized by charter, . . .	6,000	\$600,000.00	
Authorized by vote of Company,	3,000	300,000.00	
Issued for actual cash, . . .	1,000	100,000.00	\$100,000.00
Issued for purchase of railway, .	2,000	200,000.00	
Total amount issued, . . .	3,000	\$300,000.00	\$100,000.00

Grand total of Common and Preferred Stock now outstanding, \$300,000.00.

Amount of stock held in Connecticut, \$299,900.00.

Total number of stockholders, 24.

Total number of stockholders in State of Connecticut, 23.

Funded Debt.

Description of mortgages, bonds, etc.	Date of Issue.	Term of Years.	Amount Authorized.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
Gold, .	Oct. 1, 1897	40	\$100,000.00	\$100,000.00	\$68,000.00	\$68,000.00
Gold, .	July 1, 1901	{ 50 50	300,000.00 100,000.00	267,000.00	267,000.00	268,865.00
Total, .	.....	.....	\$500,000.00	\$367,000.00	*\$335,000.00	\$336,865.00

*The original issue of the outstanding bonds as a lighting and water company was \$100,000. This amount was increased to \$335,000; \$150,000 of this was used in the purchase of the railroad and \$200,000 of the capital stock for the same purpose, as minuted on this page. \$32,000 of the original issue has been exchanged for the last issue, leaving \$68,000 of the original issue and \$267,000 of the last issue, a total of \$335,000, as minuted in amount in "Outstanding column."

Funded Debt—Continued.

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	April and October.	} \$15,043.01
5 per cent.	February and August.	
Total, .	.....	\$15,043.01

Per mile of single track owned, 6.921 miles, {	Capital stock issued, .	\$28,897.52
	Funded debt issued, .	21,674.47
	Total,	\$50,571.99

Construction and Equipment Accounts.

Item.	Expenditures during year. Included in operating expenses.	Expenditures during year. Charged to construction or Equipment. (Not included in operating expenses.)	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Organization,		\$232.40	\$10,000.00	\$10,232.40
Engineering and superintendence,		1,536.77	10,000.00	11,536.77
Right of way,		25.00	25,000.00	25,025.00
Track and roadway construction,	\$1,458.96	18,151.06	205,875.76	224,026.82
Electric line construction,	216.76	1,291.45	101,754.89	103,046.34
Real estate used in operation of road,		1,001.00	.....	1,001.00
Investment real estate, . . . . .		.....	220.00	220.00
Grand Total,	\$1,675.72	\$22,237.68	\$352,850.65	\$375,088.33
Cost of construction and equipment per mile of road owned,	\$54,195.68			

Statement in Detail of Additions to Construction and Equipment during the Year.

Expense incident to right to increase Capital Stock,	\$232.40
Double-tracking from East Haven Green to Johnson's Quarry, including two bridges,	19,442.51
Engineers and Superintendent on same,	1,536.77
Right of way on same,	25.00
Dock,	1,001.00
Total,	\$22,237.68

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$35,598.40	
Less operating expenses, excluding all taxes,	13,134.86	
		<hr/>
Net earnings from operation,		\$22,464.04
Income from other sources, as follows, viz.:		
Interest on deposit, \$28.99; purchase dist., \$2.26,		31.25
Miscellaneous: light and water income,		22,850.24
		<hr/>
Gross income from all sources,		\$45,345.53
Deductions from income as follows, viz.:		
Taxes, { State,	\$1,717.28	
{ Other than above,	749.04	
Interest on funded debt,	15,043.01	
Interest on real estate mortgages,	30.00	
Interest on floating debt,	149.88	
Miscellaneous: light and water, operat'g expenses,	16,230.34	33,919.55
		<hr/>
Net income from all sources,		\$11,425.98
Premium on bonds sold,		1,165.00
		<hr/>
Total surplus for year ending June 30, 1903,		\$12,590.98

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:		
Cash fares,	\$35,406.90	
Ticket fares,	70.00	
Chartered cars,	121.50	
		<hr/>
Total,		\$35,598.40

Operating Expense Account.**MAINTENANCE.**

Way and Structures:		
Maintenance of track and roadway,	\$1,458.96	
Maintenance of electric line,	216.76	\$1,675.72

TRANSPORTATION.

Operation of Power Plant.		
Hired power,		\$11,144.51

GENERAL.

Miscellaneous general expenses,		314.13
		<hr/>
Total operating expenses,		\$13,134.36

Operating cost, .368% of earnings (excluding taxes); operating cost, .411% of earnings (including taxes); operating cost, .074 cents per car mile (excluding taxes).

Cash Statement.

Receipts:		
Cash on hand June 30, 1902,		\$288.22
Gross earnings from operation (Table C),		35,598.40
Income from other sources (Table C),		22,881.49
Bills payable,		1,000.00
Accounts receivable, 1902,		10,708.45
Accounts payable, 1903,		3,643.14
Premium on bonds,		1,165.00
Bonds,		35,000.00
Interest accrued,		6,412.50
		<hr/>
		\$116,697.20

Disbursements:

Operating expenses,	\$13,134.36
Materials and supplies,	1,340.96
Taxes,	2,466.32
Interest,	15,222.89
Construction and equipment,	22,237.68
Accounts receivable, 1903,	6,016.04
Accounts payable, 1902,	7,507.12
Operating expense, light and water,	16,230.34
Office fixtures and tools,	601.97
Construction, light and water,	27,938.57
Cash on hand June 30, 1903,	4,000.95
	<u>\$116,697.20</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, year ending June 30, 1903.	Decrease, year ending June 30, 1903.
\$352,850.65	Construction and Equipment (as per Table B),	\$375,088.33	\$22,237.68	.....
	Other Permanent Investments, as follows, viz.:			
73,025.40	Light Department,	95,160.76	22,135.36	.....
176,243.27	Water Department,	182,046.48	5,803.21	.....
	Current Assets, as follows, viz.:			
288.22	Cash on hand,	4,000.95	3,712.73	.....
10,708.45	Accounts Receivable,	6,016.04	.....	\$4,692.41
525.84	Material and Supplies on hand,	1,866.80	1,340.96	.....
728.36	Office Fixtures and Tools,	1,330.33	601.97	.....
\$614,370.19		\$665,509.69	\$55,831.91	\$4,692.41

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, year ending June 30, 1903.
\$300,000.00	Capital Stock (as per Table A),	\$300,000.00	.....
300,000.00	Funded Debt (as per Table A),	335,000.00	\$35,000.00
	Current Liabilities, as follows, viz.:		
	Loans and Notes Payable,	1,000.00	1,000.00
1,707.12	Miscellaneous Current Liabilities,	3,643.14	1,936.02
	Accrued Liabilities.		
5,800.00	Interest accrued and not yet due,	6,412.50	612.50
6,863.07	Profit and Loss,	19,454.05	12,590.98
\$614,370.19		\$665,509.69	\$51,139.50

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	710,820
Number of transfer passengers carried,	None.
Total number passengers carried,	716,971
Number of paying passengers per mile of main track operated,	102,704
Passenger car mileage,	175,364
Chartered car mileage,	225
Total car mileage,	175,589
Receipt per paying passenger, . . . . .	.05
Receipt per total passengers carried, . . . . .	.0496
Maximum speed, miles per hour,	15
40-Ticket books for school children at \$1.00.	
Steam railroad crossing over grade,	1

Characteristics of Road and Equipment.

Track.	Miles Owned.
Length of first main track,	5.151
Length of second main track,	1.770
Total miles owned,	6.921
Length of sidings and turnouts, . . . . .	.899
Total computed as single track,	7.820

Rails.

Name of rails, "T."
 Weight per yard, 60 and 70 lbs.
 Miles of steel, 7,820.
 Gauge of track, 4 feet, 8½ inches.
 Paving, macadam, 1.58 miles.

Statement of all Accidents in Detail.

Road operated by Fair Haven & Westville.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

A. E. HAMMER,
President.

A. P. SHEPARDSON,
Treasurer.

STATE OF CONNECTICUT, }
 COUNTY OF NEW HAVEN, } ss.

BRANFORD, September 5, 1903.

Then personally appeared the above-named A. E. Hammer, President, and A. P. Shepardson, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,
 H. E. THATCHER,
Notary Public.

BRISTOL & PLAINVILLE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Maple St., Bristol, Pine Street,	Plainville. Lake Compounce.	5.3242 2.0125	.2842 .3080	5.6084 2.3155	Elec.
Total,		7.3367	.5872	7.9239	....

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.
\$1,000,000.00	\$100,000.00	\$190,000.00	None.	\$36,661.24

Cost, construction.	Cost equipment.	Cost of con- struction and equip- ment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$261,083.95	\$34,493.22	\$40,287.48	\$35,586 02	41,809.34	\$5,702.75

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile. operated.	Operating expenses per mile run.	Net earnings.
.2019	\$35,199.59	\$4,797.74	.17	\$6,639.75

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$905.01	.0319	\$6,000.00	\$7,653.58	\$1,587.68	\$13,630.10

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
\$25,965.35	207,219	865,773	116,871	4.1	35

Accidents.

							Killed.	Injured.
Passengers,	.	.	.	.	.	.	..	1
Employees,	.	.	.	.	.	.	..	..
Other persons,	.	.	.	.	.	.	1	2
Total,	.	.	.	.	.	.	1	3

History.

Name of company making this report : The Bristol & Plainville Tramway Company.

Date of organization : September 21, 1893.

Under laws of what State organized : State of Connecticut.

Corporate Name and Address of the Company.

The Bristol and Plainville Tramway Company, Bristol, Conn.

Officers of the Company.

Names.	Title.	Residence.
C. S. TREADWAY,	President,	Bristol, Conn.
N. E. PIERCE,	Vice-President,	" "
G. E. COCKINGS,	General Manager,	" "
M. L. TIFFANY,	Treasurer,	" "
A. J. MUZZY,	Secretary,	" "
G. E. COCKINGS,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
C. S. TREADWAY,	Bristol, Conn.
N. E. PIERCE,	" "
A. J. MUZZY,	" "
M. L. PECK,	" "
W. A. INGRAHAM,	" "
W. S. INGRAHAM,	" "
O. F. STRUNZ,	" "
A. L. SESSIONS,	" "
E. N. PIERCE,	Plainville, "

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter,	10,000	\$1,000,000.00	.....	.....	.....
Authorized by vote of Co.	1,000	100,000.00	\$100,000.00	6%	\$6,000.00

Grand total of Common and Preferred Stock now outstanding, \$100,000.00.

Amount of stock held in Connecticut, \$100,000.00.

Total number of stockholders, 36.

Total number of stockholders in State of Connecticut, 36.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mortgage,	1895	30	\$200,000.00	\$190,500.00	\$190,500.00	\$189,544.98

Funded Debt. — Continued.

INTEREST.

Rate.	When payable.	Accrued during year.
5%.	May and November.	\$7,204.58

Per mile of single track owned, 7.3367 miles,	{ Capital stock issued,	\$13,630.10
	{ Funded debt issued,	25,965.35
Total,		\$39,595.45

Construction and Equipment Accounts.

Item.	Expenditures during year. Charged to construction or equipment. (Not included in operating expenses.)	Total Cost to June 30, 1902.	Total Cost to June 30, 1903.
Organization,		\$6,560.25	\$6,560.25
Engineering and superintendence, . .	\$2,750.53	4,777.62	7,528.15
Right of way,	975.00	6,845.70	7,820.70
Track and roadway construction, . .	7,693.77	72,217.20	79,910.97
Electric line construction,	4.93	11,613.75	11,618.68
Real estate used in operation of road,		7,100.00	7,100.00
Buildings and fixtures used in operation of road,		1,969.53	1,969.53
* Power plant equipment,	10,414.76	127,433.57	137,848.33
Shop tools and machinery,		727.34	727.34
Cars,	32.00	22,231.98	22,263.98
Electric equipment of cars,		12,093.74	12,093.74
Miscellaneous equipment,		135.50	135.50
Grand Total,	\$31,870.99	273,706.18	\$295,577.17
Cost of construction and equipment per mile of road owned,			40,287.48

* Item "I" includes entire Electric Lighting Plant.

Statement in detail of additions to Construction and Equipment during the Year.

Set of Wheels,	\$32.00
Electric Lighting Betterments,	10,414.76
Grading and Masonry, Terryville Extension,	7,693.77
Engineering Expenses, " "	2,750.53
Right of Way,	975.00
Overhead Construction,	4.93
Total,	\$21,870.99

Income Account for the Year ending June 30, 1903.

Gross earnings from operation,	\$41,839.34	
Less operating expenses (excluding all taxes),	35,199.59	
Net earnings from operation,		\$6,639.75
Income from other sources as follows, viz.:		
Advertising,	\$186.00	
Miscellaneous, electric light Dep't income,	9,279.80—	9,465.80
Gross income from all sources,		\$16,105.55
Deduction from income as follows, viz.:		
Taxes, { State,	1,587.68	
{ Other than above,	781.60	
Interest on funded debt,	7,204.58	
Interest on floating debt,	449.00—	10,022.86
Net income from all sources,		6,082.69
Payments from net income as follows, viz.:		
2 dividends declared, 3% on \$100,000 common stock,	6,000.00	
Additions and Betterments,	21,870.99	
Total,		27,870.99
Deficit for year ending June 30, 1903,		\$21,788.30
Total deficit for year ending June 30, 1903,		\$21,788.30

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers :		
Cash fares,	39,594.25	
Ticket fares,	2,245.09	
Total gross earnings,		\$41,839.34

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures :		
Maintenance of track and roadway,	\$6,771.88	
Maintenance of electric line,	942.65	
Maintenance of buildings and fixtures,	73.05	
Equipment :		
Maintenance of cars,	1,985.27	
Maintenance of electrical equipment of cars,	312.25—	\$10,085.10

TRANSPORTATION.

Operation of Power Plant :

Hired power,	\$5,945.32
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Operation of Cars :

Wages of conductors,	5,120.58
Wages of motormen,	5,120.58
Wages of other car service employees,	780.00
Wages of car house employees,	1,449.25
Car service supplies,	246.82
Miscellaneous car service expenses,	351.05
Clearing and sanding track,	234.00
Removal of snow and ice,	234.73—
	\$19,482.33

GENERAL.

Salaries of general officers,	\$1,300.00
Salaries of clerks,	512.50
Printing and stationery,	85.94
Advertising and attractions,	1,841.93
Miscellaneous general expenses,	505.61
Damages,	40.00
Other legal expenses,	250.00
Insurance,	1,096.18—
	5,632.16
Total operating expenses,	\$35,199.59

Operating cost, 84.1% of earnings (excluding taxes) ; operating cost, 89.8% of earnings (including taxes) ; operating cost, 17 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$1,990.02
Gross earnings from operation,	41,839.34
Income from other sources,	9,465.80
Accounts receivable, 1902,	3,237.77
Accounts payable,	4,069.15
Bonds,	55,500.00
	\$116,102.08

Disbursements :

Operating expenses,	\$35,199.59
Materials and supplies,	20,669.40
Taxes,	2,369.28
Interest,	7,653.58
Dividends,	6,000.00
Construction and equipment,	21,870.99
Bills payable,	1,500.00
Accounts receivable,	5,423.39
Accounts payable, 1902,	3,187.15
Cash on hand June 30, 1903,	12,223.70
	\$116,102.08

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$273,706.18	Construction and Equipm't,	\$295,577.17	\$21,870.99	.....
.....	Current Assets, as follows :			
1,990.02	Cash on hand,	12,223.70	10,233.68	.....
626.13	Prepaid Insurance, . .	702.38	76.25	.....
2,176.78	Material and Supplies on			
2,611.64	hand,	22,846.18	20,669.40	.....
	Accounts Receivable, .	4,726.01	2,114.37	.....
\$281,110.75	Grand Total, . . .	\$336,075.44	\$54,964.69	.....

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$100,000.00	Capital Stock (p. 338), . .	\$100,000.00	.....	.....
135,000.00	Funded Debt (p. 339), . .	190,500.00	\$55,500	.....
1,500.00	Current Liabilities, as follows:			
	Loans and notes payable, .	.....	.....	\$1,500.00
2,062.15	Miscellaneous Current Liabilities,	2,481.65	419.50	.....
	Accrued Liabilities:			
1,125.00	Interest accrued and not yet due,	1,587.50	462.50	.....
41,423.60	Profit and Loss, . . .	41,506.29	82.69	.....
\$281,110.75	Grand Total, . . .	\$336,075.44	\$56,464.69	\$1,500.00

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	857,451
Number of transfer passengers carried,	8,322
Total number passengers carried,	865,773
Number of paying passengers per mile of main track operated, . .	116,871
Number of transfer points,	1
Passenger car mileage,	207,219
Receipt per paying passenger, . . . . .	.04 ⁹ / ₁₀
Receipt per total passengers carried, . . . . .	.04 ⁸ / ₁₀
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year, .	35
Aggregate amount of salaries and wages paid,	\$27,998.10
Commutation tickets in books of 52 rides are sold for \$2.08.	
3c. school tickets in books of 40 rides are issued.	
Power houses,	1
Car houses,	3
Horses owned,	1
Number of vehicles,	4

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	7.3367	7.3367
Length of sidings and turnouts, . . . . .	.5872	.5872
Total computed as single track,	7.9239	7.9239

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T,"	56 and 60 lb.	7.9239	7.9239

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Macadam, . . . . .	.7500
Stone ballast,	2.4107
Total,	3.1607

CARS, ETC.

	Total number.	Equipped with motors.	Vestibule full.	Equipped with electric heaters.
Closed Cars,	6	4	6	6
Open Cars,	10	10	..	..
Snow Plows,	2	1	..	..
Total,	18	15	6	6

Employees.	Average Number of hours on duty per day.	Wages per day.
Conductors,	9½	\$1.87 to \$2.02
Motormen,	9½	1.87 to 2.02
Watchmen,	12	1.75
Roadmen,	10	1.50
Linemen,	10	2.50
Engineers,	10	2.50
Firemen,	10	1.75
Electricians,	10	2.50

List of All Accidents During Year ended June 30, 1903.

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	..	1	..	1
Other persons,	1	2	1	2
Total,	1	3	1	3

Amount paid for injuries and damages caused by accidents—

Paid by the Company, \$40.00

Statement of Each Accident in Detail.

July 5, 1902. Forestville. Man fell off car ; slightly cut on head. Refused to give name.

Jan. 24, 1903. Washington street, Plainville. Patrick Kennedy and William Newton drove covered carriage in front of car ; slight cut over one eye and partial fracture of one rib constituted injuries to Kennedy ; Newton not injured.

Feb. 18, 1903. North street, Bristol. Horse driven by E. Pentlow was allowed to stop on track ; sleigh struck by car and demolished. Pentlow received slight injuries ; his companion escaped injury.

April 9, 1903. North street, Bristol. Bernard Golowski, eleven years old, fell from bicycle directly in front of car. Rear wheel of car passed over body. Killed instantly.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

CHARLES S. TREADWAY,
President.
MORRIS L. TIFFANY,
Treasurer.

STATE OF CONNECTICUT, }
HARTFORD COUNTY, } ss.

BRISTOL, September 12, 1903.

Then personally appeared the above-named Charles S. Treadway, President, and Morris L. Tiffany, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ROGER S. NEWELL,
Justice of the Peace.

CHESHIRE STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From —	To —				
Mt. Carmel	Cheshire.	6.532	.512	7.044	Elec- tricity.

Capital authorized by charter.	Stock issued.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$50,000.00	All issued. 20% paid.	\$3,864.95	\$591.69	\$.09074

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$3,570.38	\$546.60	\$.08382	\$294.57	\$45.09

Net earnings per mile run.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$.006916	42,594	76,739	11,748	1.802	4

The construction and equipment of the road has been undertaken by contracts which have not yet been completed or paid for.

History.

Name of Company making this report: Cheshire Street Railway Company.

Date of organization: Resolution incorporating Company approved June 17, 1901; certificate of organization filed June 21, 1901.

Under laws of what State organized: Connecticut.

Corporate Name and Address of the Company.

Cheshire Street Railway Company, Bridgeport, Conn.

Officers of the Company.

Name.	Title.	Residence.
A. M. YOUNG,	President,	Branford, Conn.
WALTON CLARK,	Vice-President,	Philadelphia, Pa.
LEWIS LILLIE,	Treasurer,	" "
A. W. PAIGE,	Secretary,	Bridgeport, Conn.
E. W. POOLE,	Asst. Sec'y and Asst. Treas.,	" "

Directors of the Company.

Name.	Residence.
GEORGE E. TERRY, . . .	Waterbury, Conn.
A. W. PAIGE, . . .	Bridgeport, "
A. M. YOUNG, . . .	Branford, "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	Number of shares.	Total par value.	
Authorized by charter, . . .	500	\$50,000.00	.....
Authorized by vote of Company, .	500	50,000.00	.....
Issued for actual cash (20% paid), .	500	50,000.00	\$10,000.00
Total amount issued, . . .	500	\$50,000.00	\$10,000.00

Grand total of Common and Preferred Stock now outstanding, \$50,000.00 (20% paid).

Amount of stock held in Connecticut, \$50,000.00 (20% paid).

Total number of stockholders, 3.

Total number of stockholders in State of Connecticut, 3.

Funded Debt.

None.

Capital Stock issued : See note bottom of page 346.

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1903.
Organization,	\$437.15	\$437.15
Track and roadway construction,	30.82	30.82
Electric line construction,	28.48	28.48
Buildings and fixtures used in operation of road	15.12	15.12
Cars,	570.35	570.35
Electric equipment of cars,	272.77	272.77
Grand Total,	\$1,354.69	\$1,354.69

*Statement in Detail of Additions to Construction and Equipment during the Year.***Organization :**

Expenses incurred in effecting organization, \$437.15

Track and Roadway Construction :

Cost of laying additional track in car house, 30.82

Electric Line Construction :

Cost of installing additional overhead line in and about car house, 28.48

Buildings and Fixtures used in Operation of Road :

Cost of new pit in car house, 15.12

Cars :

Freight, unloading and setting up new cars, not yet billed, 570.35

Electric Equipment of Cars :

Freight, unloading and installing electric equipment in new cars, not yet billed, 272.77

Total, \$1,354.69

Income Account for the Year ending June 30, 1903.

Gross earnings from operation, \$3,864.95

Less operating expenses, excluding all taxes, 3,570.38

Net earnings from operation, \$294.57

Income from other sources as follows, viz.:

Advertising, \$10.40

Gross income from all sources, \$304.97

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.****From Passengers :**

Cash fares,	\$3,836.95	
Chartered cars,	28.00	
Total gross earnings,		\$3,864.95

Operating Expense Accounts.**MAINTENANCE.****Way and Structures :**

Maintenance of track and roadway,	\$93.12	
Maintenance of electric line,	2.00	
Maintenance of buildings and fixtures,	22.49	

Equipment :

Maintenance of cars,	114.60	
Maintenance of electrical equipment of cars,	85.49—	
		\$317.70

TRANSPORTATION.**Operation of Power Plant :**

Hired power,	\$1,681.17	
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Operation of Cars :

Wages of conductors,	578.65	
Wages of motormen,	579.22	
Wages of other car service employees,	3.97	
Wages of car house employees,	1.50	
Car service supplies,	38.66	
Miscellaneous car service expenses,	11.00	
Removal of snow and ice,	180.84—	\$3,075.01

GENERAL.

Printing and stationery,	\$10.39	
Miscellaneous office expenses,	24.72	
Miscellaneous general expenses,	32.20	
Damages,	96.61	
Insurance,	13.75—	\$177.67
Total operating expenses,		\$3,570.38

Operating cost 92.128% of earnings (excluding taxes); operating cost 92.128% of earnings (including taxes); operating cost 08.382 cents per car mile (excluding taxes); operating cost 136.064 cents per car hour (excluding taxes)

Cash Statement.

Receipts :

Gross earnings from operation,	\$3,864.95
Income from other sources,	10.40
Treasurer (stock),	10,000.00
Accounts payable,	635 41
Accident insurance fund,	10.16
	<u>\$14,520.92</u>

Disbursements :

Operating expenses,	\$3,570.38
Construction and equipment,	1,354.69
Prepaid insurance,	39.25
Cash on hand June 30, 1903,	9,556.60
	<u>\$14,520.92</u>

Comparative General Balance Sheet.

Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
Construction and Equipment,	\$1,354.69	\$1,354.69
Current assets, as follows, viz. :		
Cash on hand,	9,556.60	9,556 1
Prepaid Insurance,	39.25	39 25
Balance uncalled on stock subscription (80%),	40,000.00	40,000.00
Grand Total,	<u>\$50,950.54</u>	<u>\$50,950.54</u>

Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
Capital Stock,	\$50,000.00	\$50,000 00
Current Liabilities as follows, viz. :		
Audited vouchers and accounts,	635.41	635.41
Accrued Liabilities :		
Accident insurance fund,	10.16	10 16
Profit and loss,	304.97	304.97
Grand Total,	<u>\$50,950.54</u>	<u>\$50,950.54</u>

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	76,739
Number of paying passengers per mile of main track operated,	11,748
Passenger car mileage,	42,568
Chartered car mileage,	26
Total car mileage,	42,594
Receipts per paying passenger,	\$.0504
Receipts per total passengers carried,	\$.0504
Maximum speed, miles per hour,	16
Average number of employees (including officials) during year,	4
Aggregate amount of salaries and wages paid,	\$1,530.24
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rate sold,	None sold.
Car houses,	Number. 1

Characteristics of Road and Equipment.

Track.	Miles Owned.	Total Miles Operated.
Length of first main track,	6.532	6.532
Total miles owned,	6.532	6.532
Length of sidings and turnouts, . . . . .	.512	.512
Total computed as single track,	7.044	7.044

Name of rails, "T" ; weight per yard, 80 lbs. ; 7.044 miles of steel.
Gauge of track, 4 feet 8½ inches.

PAVING.

Cobble,	Miles. .647
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CARS, ETC.

	Total Number.	Equipped with Motors.	Fenders, Number of.	Vestibule, Full.	Equipped with Air Brake.	Double Truck.	Equipped with Electric Heaters.
Closed cars,	1	1	1	1	.....	.....	1
Open cars,	2	2	2	.....	2	2	.....
Total,	3	3	3	1	2	2	1

Employees.

		Average Number of hours on duty per day.	Wages per day.
Conductors,	. . . . .	10	\$1.90
Motormen,	. . . . .	10	1.90

List of all Accidents During Year ended June 30, 1903.

February 18, 1903. During snowstorm car collided with team on Willow Bridge, Cheshire, and killed horse.

Amount paid for injuries and damages caused by accidents :

Paid by the Company, \$75.00

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

A. M. YOUNG,
President.

E. W. POOLE,
Asst. Treasurer.

STATE OF CONNECTICUT, } ss. BRIDGEPORT, September 21, 1903.
COUNTY OF FAIRFIELD, }

Then personally appeared the above-named A. M. Young, President, and E. W. Poole, Asst. Treasurer, of the Cheshire Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

W. T. HINCKS,
Notary Public.

CONNECTICUT RAILWAY & LIGHTING CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive Power.
From —	To —				
New Britain District:					
Center N. Britain	Pleasant St.	1.124	.034	1.158	
Arch Street	Cemetery.	1.943	.172	2.115	
Berlin	Plainville.	9.301	.750	10.051	
Plainville	Southington.	3.501	.171	3.672	
Center N. Britain	Newington.	5.119	.210	5.329	
Waterbury District :					
Exchange Place	Naugatuck.	5.388	.125	6.513	
Porter St.	Forest Park.	2.745	.180	2.925	
Silver St.	Oakville.	4.620	.650	5.270	
West Main St.	Waterville.	2.881	.423	3.304	
Bridgeport District :					
R. R. Stat'n, B'dgep't,	Westport.	13.534	.532	14.066	
Hospital Hill, East	Junc. Fairfield Av. &				
Bridgeport	State St.	7.990	.....	7.990	
Lafield's Store, North					
Avenue	Seaside Park.	4.572	.....	4.572	
North Av. & Oak St.	Cemetery & B'k'n.	6.691	.....	6.691	
Beardsley Park	Seaside Park.	4.595	.047	4.642	
Lower Bridge	Paradise Green and				
	Washington Bridge.	11.726	.038	11.764	
Junc. E. Main and					
Stratford Ave.	Old Mill Green.	2.879	.....	2.879	
Junc. Seaview and					
Stratford Aves.	End of Seaview.	1.420	.....	1.420	
Derby:					
Derby (E. & W. side					
of Naugatuck Riv.)	Ansonia.	4.796	.376	5.172	
Main & Elizab'th Sts.	Housatonic Park.	1.128	.098	1.226	
West End of Bridge,	Junc. Franklin and				
Ansonia	Wakelee Aves.	1.180	.091	1.271	
Milford :					
Washington Bridge	Woodmont.	13.831	.211	14.042	
Shelton :					
Paradise Green	Derby.	10.582	.765	11.347	
Viaduct Square	Riverside Park.	.911	.....	.911	
Westport & Saug.:					
Cemetery.	Depot.	2.695	.043	2.738	
Junc. Bridge St. &					
Riverside Ave.	Compo Beach.	1.925	.044	1.969	
Hotel Square	Compo Street.	.003	.....	.003	

Electricity.

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive Power.
From —	To —				
Norwalk Street Ry.: Depot, So. Norwalk Norwalk	Winnipauk. Newtown Ave.	5.176 1.661	.566	5.472 1.661	Electricity.
Norwalk Tramway : Broad River, Norw'k City of Norwalk	Stamford City Line. Westport.	13.508 2.701	.555 .357	14.063 3.058	
Washington St., So. Norwalk	Gregory's Point.	1.594	.122	1.716	
Total,		151.720	7.560	159.280	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.
\$15,000,000.00	\$15,000,000.00	\$9,483,000.00	\$613,000.00	\$161,277.05

Cost of construction and equipment.	Cost of construction and equipment per mile of road owned.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.
\$24,706,007.81	\$162,839.49	\$1,048,258.77	\$7,072.36	\$0.20294	\$819,090.59

Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.	Interest.
\$5,526.22	\$0.15857	\$229,168.18	\$1,546.14	\$0.44367	\$41,380.89

Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passeng'rs per mile of main track operated.	Number of paying passengr's per mile run.	Num- ber o employ- ees.
\$84,521.98	*\$98,866.33	*\$62,503.29	5,165,238	25,020,237	137,745	4.132	900

* Including Gas and Electric Properties.

Accidents.

	Killed.	Injured.
Passengers,	1	30
Employees, . . . . .	..	8
Other persons,	1	45
Total,	2	83

History.

Name of company making this report: Connecticut Railway & Lighting Company.

Date of organization: July 2, 1895.

Under laws of what state organized: Connecticut. Incorporated as The Gas Supply Company, by act of General Assembly, approved July 2, 1895. Name changed to Connecticut Lighting & Power Company, by amendment approved March 2, 1899. Name again changed to Connecticut Railway & Lighting Company, by decree of Superior Court, New Haven County, January 10, 1901; amendment to charter, General Assembly, January Session, 1901, and approved April 30, 1901.

Acquired by purchase the following companies:

Bridgeport Traction Company, Shelton St. Ry. Co., Milford St. Ry. Co.

Westport & Saugatuck St. Ry. Co., Derby St. Ry. Co., Norwalk Tramway Co.

Norwalk St. Ry. Co., Norwalk & South Norwalk Electric Light Co.

Norwalk Gas Light Co., Waterbury Traction Co., The Central Ry. & Elec. Co.

Greenwich Gas & Elec. Lighting Co., Naugatuck Electric Light Co.

Southington & Plantsville Tramway Co.

Corporate Name and Address of the Company.

Connecticut Railway & Lighting Company, Bridgeport, Conn.

Officers of the Company.

Name.	Title.	Residence.
A. M. YOUNG,	President,	Branford, Conn.
D. S. PLUME,	1st Vice-President,	Waterbury, Conn.
GEORGE E. TERRY,	2d Vice-President,	" "
J. E. SEWELL,	General Manager,	" "
LEWIS LILLIE,	Treasurer and Secretary,	Philadelphia, Pa.
E. W. POOLE,	Asst. Treas. and Asst. Sec'y,	Bridgeport, Conn.
WALTON CLARK,	Managing Director,	Philadelphia, Pa.

Directors of the Company.

A. M. YOUNG,	Branford, Conn.
R. A. C. SMITH,	New York, N. Y.
GEORGE E. TERRY,	Waterbury, Conn.
RANDAL MORGAN,	Philadelphia, Pa.
WALTON CLARK,	" "
H. G. RUNKLE,	Plainfield, N. J.
DAVID S. PLUME,	Waterbury, Conn.
B. G. BRYAN,	" "
LEWIS LILLIE,	Philadelphia, Pa.
A. W. PAIGE,	Bridgeport, Conn.
M. J. WARNER,	Branford, Conn.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by charter, . . .	110,000	\$11,000,000.00	40,000	\$4,000,000.00
Authorized by vote of Company, . . .	110,000	11,000,000.00	40,000	4,000,000.00
*Issued for capital stock, } bonds, and property purchased, . . . }	110,000	11,000,000.00	40,000	4,000,000.00
Total amount issued, . . .	110,000	\$11,000,000.00	40,000	\$4,000,000.00

Grand total of Common and Preferred Stock now outstanding, \$15,000,000.00.

Amount of stock held in Connecticut, \$79,500.00.

Total number of stockholders, 37.

Total number of stockholders in State of Connecticut, 18.

FUNDED DEBT.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.
C. R. & L. Co., 1st and re-funding mortgage bonds, .	1901	50	\$15,000,000	\$8,492,300	\$8,492,300
Bridgeport T. Co., 1st mtg.,	1893	30	2,000,000	706,000	706,000
Derby St. Ry. Co., 1st mtg.,	1893	21	150,000	75,700	75,700
C. L. & P. Co., 1st mtg., .	1899	40	1,000,000	209,000	209,000
Total, . . . . .	.....	.....	\$18,150,000	\$9,483,000	\$9,483,000

CASH REALIZED ON AMOUNT ISSUED.—Issued for properties purchased and to take up underlying companies' bonds.

Funded Debt. — Continued.

INTEREST.

Rate.	When Payable.	Accrued during year.
$4\frac{1}{2}$	January and July 1.	\$380,242.70
5	January and July 1.	35,306.56
6	April and October 1.	4,542.00
5	January and July 1.	10,449.96
.....	.....	\$430,541.22

* Per mile of single track owned, 151.72 miles, { † Capital stock issued, \$98,866.33
 { † Funded debt issued, 62,503.29

Total, \$161,369.62

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment. (Not included in operating expenses.)	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Engineering and Superintendence,	\$15,628.55	\$25,098.46	\$40,727.01
Right of Way,		5,638.82	5,638.82
Track and Roadway Construction,	6,742.11	17,825.42	24,567.53
Electric Line Construction, . .	199.58	12,392.43	12,592.01
Real Estate used in operation of Road,		2,500.00	2,500.00
Buildings and Fixtures used in operation of Road,	1,229.04	1,538.09	2,767.13
Investment Real Estate, . . .	1,144.88	19,860.94	21,005.82
Power Plant Equipment, . . .	747.25	267.81	1,015.06
Shop Tools and Machinery, . .	221.13	1,660.57	1,881.70
Cars,	12,160.97	62,804.49	74,965.46
Electric Equipment of Cars, . .	3,276.02	54,145.46	57,421.48
Miscellaneous Equipment, . . .	15.37	1,954.81	1,970.18
Miscellaneous,	383.58	3,366.23	3,749.81
	\$41,748.48	\$209,053.53	\$250,802.01
Capital Stock, Bonds, and Property purchased,		\$24,183,679.95	\$24,183,679.95
Betterments, Gas and Electric Properties,	\$140,919.95	130,605.90	271,525.85
Grand Total,	\$182,668.43	\$24,523,339.38	\$24,706,007.81
* Cost of Construction and Equipment per mile of Road owned, including Gas and Electric Properties,			\$162,839.49

* Including gas and electric properties.

Statement in Detail of Additions to Construction and Equipment during the Year.

Engineering and Superintendence: Cost of maps and surveys, salaries of engineers and assistants on new work,	\$15,628.55	
Track and Roadway Construction: New crossover at Black Rock avenue, Bridgeport; 2 electric track switches, one-half cost of installing 1,472 Weber joints, Bridgeport; 8,403 lineal feet track paved with macadam, new curve at Lazy Lane, Southington,	6,742.11	
Electric Line Construction: Trusses, braces, pole socket, etc., for supporting overhead line on Congress street bridge, Bridgeport; balance cost of 7,500 feet new feeder, Waterbury; new overhead work at Lazy Lane, Southington,	199.58	
Buildings and Fixtures Used in Operation of Road—New wagon shed Derby, steam pump Barnum avenue barn, fire extinguishers, and fire hose,	1,229.04	
Investment Real Estate: Additional improvement at Pine Rock Park,	1,144.88	
Power Plant Equipment: Station meters,	747.25	
Shop Tools and Machinery: 1 commutator turning tool, 1 hydraulic motor lift,	221.13	
Cars: One 29-foot special box car and trucks, 43 additional registers, 52 pair steel-tired wheels, 5 fender equipments, 7 air brake equipments,	12,160.97	
Electric Equipment of Cars: 34 electric heater equipments, 1 equipment, 4 G. E. 67 motors, 2 additional G. E. 1,000 armatures,	3,276.02	
Miscellaneous Equipment: Sundries,	15.37	
Miscellaneous: Additional office equipment,	383.58	
Total,	\$41,748.48	

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$1,048,253.77	
Less operating expenses (excluding all taxes),	819,090.59	
Net earnings from operation,		\$229,163.18
Income from other sources as follows, viz.:		
Advertising,	\$4,022.01	
Sale of power,	1,272.46	
Rent of tracks and terminals,	1,038.59	
Interest and dividends on securities owned,	205.74	
Interest on deposits,	339.13	
Miscellaneous Income, gas and electric departments,	173,496.49	180,374.42
Gross income from all sources,		409,542.60

Income Account for Year ending June 30, 1903.—Continued.

Deductions from income as follows, viz.:

Taxes	On property not used in operation of				
	road,	.	.	.	\$2,002.21
	State,	.	.	.	84,521.98
	Interest on funded debt,	.	.	.	430,541.22
	Interest on floating debt,	.	.	.	10,839.67
Miscellaneous,	.	.	.	.	527,905.08
Net loss from all sources,	.	.	.	.	\$118,362.48
Deficit for year ending June 30, 1903,	.	.	.	.	\$118,362.48
Credits to profit and loss account during the year:					
*Insurance fund,	.	.	.	\$37,500.00	
Accounts Rec. R. & L.,	.	.	.	1,973.74	
Total credits,	.	.	.	.	\$39,473.74
Debits to profit and loss account during the year:					
Worthless accounts written off,	.	.	.	\$876.59	
Adjustment,	.	.	.	98.94	
Total debits,	.	.	.	.	\$975.53
Net amount credited to profit and loss,	.	.	.	.	38,498.21
Net deficit for year ending June 30, 1903,	.	.	.	.	\$79,864.27
Surplus, June 30, 1902,	.	.	.	.	81,015.33
Surplus June 30, 1903,	.	.	.	.	\$1,151.06

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:					
Cash fares,	.	.	.	.	\$975,890.90
Ticket fares,	.	.	.	.	58,183.66
Chartered cars,	.	.	.	.	6,024.97—\$1,040,099.53
From other sources:					
Mail,	.	.	.	.	747.00
Express,	.	.	.	.	7,412.24— 8,159.24
Total gross earnings,	.	.	.	.	\$1,048,258.77

Operating Expense Account.**MAINTENANCE.**

Way and structures:					
Maintenance of track and roadway,	.	.	.	.	\$66,340.88
Maintenance of electric line (account strike,	.	.	.	.
\$26.05),	.	.	.	.	21,007.78
Maintenance of buildings and fixtures,	.	.	.	.	4,093.01
Equipment:					
Maintenance of steam plant,	.	.	.	.	5,839.77
Maintenance of electric plant,	.	.	.	.	860.05
Maintenance of cars (account strike \$465.34),	.	.	.	.	33,906.70
Maintenance of electrical equipment of cars,	.	.	.	.	28,228.46
Maintenance of miscellaneous equipment,	.	.	.	.	1,701.79
Miscellaneous shop expenses,	.	.	.	.	4,515.59— \$166,494.03

*Adjustment insurance fund to reduce same to estimated amount of unsettled claims.

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$30,900.46
Fuel for power,	114,222.75
Water for power,	3,087.35
Lubricants and waste for power plant,	3,990.43
Miscellaneous supplies and expenses of power plant,	4,800.06

Operation of cars:

Superintendence of transportation,	13,172.69	
Wages of conductors (account strike, \$13,-578.48),	125,507.03	
Wages of motormen (account strike, \$12,-682.44),	126,384.78	
Wages of other car service employees,	1,881.76	
Wages of car house employees,	24,631.02	
Car service supplies,	5,359.14	
Miscellaneous car service expenses (account strike, \$47,496.92),	56,393.10	
Cleaning and sanding track,	9,873.90	
Removal of snow and ice,	5,277.85	525,432.32

GENERAL.

Salaries of general officers,	\$19,202.87	
Salaries of clerks,	20,045.91	
Printing and stationery,	2,862.33	
Miscellaneous office expenses,	3,035.32	
*Store room expenses, . . . . .	.....
*Stable expenses, . . . . .	.....
Advertising and attractions,	12,698.06	
Miscellaneous general expenses,	6,960.08	
Damages,	19,506.50	
Legal expenses in connection with damages,	587.66	
Other legal expenses (account strike, \$7,119.20),	24,272.94	
Rent of land and buildings,	1,864.98	
Insurance,	16,077.59	127,114.24
Total operating expenses,		\$819,090.59

Operating cost, 78.138% of earnings (excluding taxes); operating cost, 86.392% of earnings (including taxes); operating cost, 15.857 cents per car mile (excluding taxes); operating cost, 139.868 cents per car hour (excluding taxes).

* Closed each month to proper account.

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$41,129.92
Gross earnings from operation,	1,048,258.77
Income from other sources,	180,374.42
Bills payable,	353,000.00
Bills receivable,	817.51
Accounts receivable,	13,836.81
Bonds payable,	127,000.00
Accounts payable,	25,485.43
Rentals,	92.06
Advance office rental,	500.00
Profit and Loss adjustment,	38,498.21
	<u>\$1,828,993.13</u>

Disbursements:

Operating expenses,	\$819,090.59
Materials and supplies,	29,792.16
Taxes,	87,812.97
Interest,	444,254.22
Prepaid insurance,	2,805.45
Construction and equipment,	182,668.43
Reconstruction,	34,189.42
Deposit accounts,	293.81
Adjustment accident insurance fund,	37,500.00
Investments,	133,905.00
Advance water rent,	229.17
Ticket sales advance,	371.01
Cash on hand June 30, 1903,	56,080.90
	<u>\$1,828,993.13</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$24,523,339.38	Construction and Equip't, Roton Pt. (prop. & lease), Current assets, as follows:	\$24,706,007.81 133,905.00	\$182,668.43 133,905.00	..........
41,129.92	Cash on hand,	56,080.90	14,950.98	.....
3,017.51	Bills receivable,	2,200.00	.....	\$817.51
9,634.84	Prepaid insurance,	12,440.29	2,805.45	.....
128,233.90	Material and supplies on hand,	158,026.06	29,792.16	.....
4,125.00	Advance office rental,	3,625.00	.....	500.00
108,523.70	Accounts receivable,	94,686.89	.....	13,836.81
8,084.98	Advance taxes,	9,373.76	1,288.78	.....
	Advance water rent,	229.17	229.17	.....
	Reconstruction accounts,	34,189.42	34,189.42	.....
	Treasury bonds,	6,000.00	6,000.00	.....
\$24,826,089.23	Grand Total,	\$25,216,764.30	\$405,829.39	\$15,154.32

Comparative General Balance Sheet.—Continued.

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$15,000,000.00	Capital Stock, . . .	\$15,000,000.00	.....	.....
9,350,000.00	Funded Debt, . . .	9,483,000.00	\$133,000.00	.....
	Current liabilities, as fol- lows:			
260,000.00	Loans and notes payable,	613,000.00	353,000.00	.....
74,948.14	Audited vouchers and accounts, . . .	100,433.57	25,485.43	.....
	Accrued liabilities:			
4,053.48	Interest accrued and not yet due, . . .	1,180.15	.....	\$2,873.33
492.52	Rentals accrued and not yet due, . . .	584.58	92.06	.....
2,365.11	Advance ticket sales, . .	1,994.10	.....	371.01
1,855.36	Deposit accounts, . . .	1,561.55	.....	293.81
51,859.29	Insurance fund, . . .	13,859.29	.....	37,500.00
81,015.33	Profit and loss, . . .	1,151.06	.....	79,864.27
\$24,826,089.23	Grand Total, . . .	\$25,216,764.30	\$511,577.49	\$120,902.42

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	20,898,982
Number of transfer passengers carried,	4,121,255
Total number passengers carried,	25,020,237
Number of paying passengers per mile of main track operated, .	141,000
Number of transfer points,	24
Passenger car mileage,	5,056,973
Chartered car mileage,	12,151
Freight and express car mileage,	96,114
Total car mileage,	5,165,238
Receipt per paying passenger,	\$0.049767
Receipt per total passengers carried,	0.04157
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year, .	900
Aggregate amount of salaries and wages paid,	\$541,499.12
State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:	
In Waterbury 25 tickets for \$1.00. Annual tickets, \$50.00 per year. In New Britain, 21 tickets for \$1.00, 60-ride com- mutation books (good for 60 rides in one month on Sct. lines) for \$3.00. In Waterbury, Westport, and Norwalk school tickets 25 for \$1.00, with refund of 25 cts.	

Power houses: 3 street railway exclusively, 3 street railway and electric light jointly,	Number.
Car houses,	6
Horses owned,	15
Other articles of equipment, viz.: 9 tower wagons, 1 business wagon, 1 emergency wagon, 1 hand car, 1 horse snow sweeper, 1 Walkaway snow plow, 2 street scrapers, 2 express wagons, 2 single dumps.	13

Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	Number.
Steam railroad crossings at grade protected by signal or interlocking devices,	13
Steam railroad crossings over grade,	1
Steam railroad crossings under grade,	4
	13

Characteristics of Road and Equipment.

Tracks.	Miles owned.	Miles operated by M. S. & C. Tr. Co. Miles under traffic agreement.	Total miles operated.
Length of first main track,	118.319	3.501	114.818
Length of second main track,	33.401	.....	33.401
Total miles owned,	151.720	3.501	148.219
Length of sidings and turnouts,	7.560	.171	7.389
Total computed as single track,	159.280	3.672	155.608

RAILS.

Name of.	Weight per yard.	Steel (Miles of).	Total.
"T,"	35-40-56		
Girder Tram,	60-67-70	140.671	140.671
	40-80-85-90	18.609	18.609
Total miles of, . . . . .	.....	159.280	159.280

Gauge of track—4 feet 8½ inches.

Characteristics of Road and Equipment.—Continued.

PAVING.

	Miles.
Asphalt, sheet,	2.7246
Asphalt, block, . . . . .	.409
Belgium block,	5.7212
Macadam,	53.2008
Cobble,	13.2834
Vitrified brick,	5.227
Total miles,	80.566

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed,	149	105	131	42	92	26	28	149
Open,	162	162	162	..	7	30	30	..
Express,	3	3	3	..	..	..	..	2
Work,	19	10	8	..	..	..	..	..
Snow plows,	24	22	..	..	..	..	..	..
Sweepers,	4	3	..	..	..	..	..	..
Freight motor,	1	1	..	..	..	..	..	..
Sprinkling car,	1	1	..	..	..	..	..	..
Total,	363	307	304	42	99	56	58	151

Employees.

Average number of
hours on duty
per day.

Wages per day.

	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$1.90 to \$2.10
Motormen,	10	1.90 to 2.10
Starters,	10	2.50
Watchmen,	12	2.00
Switchmen,	10	1.00
Roadmen,	10	1.50
Linemen,	9	2.50
Engineers,	10 to 12	1.50 to 3.50
Firemen,	10 to 12	1.75 to 2.25
Machinists and Mechanics,	10	1.75 to 2.50

List of all Accidents During Year ended June 30, 1903.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	7	..	23	1	30
Employees, . . . .	..	5	..	3	..	8
Other persons, . . . .	..	6	1	39	1	45
Total,	1	18	1	65	2	83

Amount paid for injuries and damages caused by accidents:

Paid by the Company, \$14,579.83

List of Accidents.

July 1, 1902. James Dalton, an employee, slipped and fell in pit at Barnum avenue barn, Bridgeport. Ribs injured.

July 2, 1902. Unknown man jumped from moving car, East Washington avenue, Bridgeport. Head bruised.

July 6, 1902. Andrew McLean, conductor, head struck against pole, Walnut Beach. Head cut.

July 8, 1902. Frank Hoyt fell from bicycle in front of car at Water and Washington streets, Norwalk. Bicycle damaged.

July 10, 1902. Mr. Lestum, horse frightened by car, New Britain. Mr. Lestum's leg injured.

July 15, 1902. Mr. Hawley tried to board moving car, corner of Park avenue and Laurel street, Bridgeport. Ankle sprained.

July 20, 1902. Joe Szone jumped from a moving car on Stratford avenue, Bridgeport. Bruised.

July 28, 1902. Unknown man tried to board moving car at Golden Hill and Main streets, Bridgeport. Injuries slight.

July 30, 1902. Lizzie Driscoll stepped from a moving car at corner of State and West streets, Bridgeport. Arm injured.

July 30, 1902. Frank Adlam, conductor, struck against post, Milford. Hip injured.

August 2, 1902. J. Glanz, collision, bicycle and car, New Britain. Leg sprained.

August 4, 1902. Messrs. Cody and Curley, collision, car and team, Stratford avenue, Bridgeport. Men thrown from team and injured.

August 5, 1902. Mrs. Buck stepped from a moving car, Center and Bank streets, Waterbury. Shaken up.

August 10, 1902. William Kinney fell from moving car near Peck's mill, Stratford. Foot injured.

August 12, 1902. Robert Powell, Norwalk, fell from a moving car. Head bruised.

August 13, 1902. George H. Gedney, collision, car and bicycle, Main street, Norwalk. Rib broken and hand sprained; conductor.

August 14, 1902. George Eldridge, bicyclist, rode into side of car, Kossuth street and Barnum avenue, Bridgeport. Head cut.

August 17, 1902. Louis Genera jumped from moving car, Stratford avenue, Bridgeport. Face cut.

August 17, 1902. Miss Helen Finnigan and Martin Grotty, collision of cars, Witch lane, Norwalk. Both bruised.

August 28, 1902. Hampton and Hutchinson, collision of cars and team, Stratford avenue, Bridgeport. Men thrown out and injured.

August 30, 1902. Mr. Costello, collision, car and team, Stratford avenue, Bridgeport. Man injured, team damaged.

September 1, 1902. Mrs. Albert Bayer stepped from moving car, Main street, Hartford. Head hurt.

September 6, 1902. R. E. Boley fell from car, East Washington avenue, Bridgeport. Knee hurt; conductor.

September 6, 1902. Winfred Burdick stepped in front of a moving car, South Main street, New Britain. Various injuries.

September 13, 1902. Thomas Titz boarded moving car, Ansonia. Injury slight.

September 16, 1902. Ellsworth Hotchkiss, collision, car and team, Derby avenue, Derby. Various injuries.

September 20, 1902. Fred Dingwell and Lucian Alcott, collision of car and team, North Main street, Waterbury. Men thrown out and injured.

September 26, 1902. Miss Alice Brown stepped in front of an approaching car, Stratford avenue, Bridgeport. Received various injuries.

September 26, 1902. Joe Raduatshe fell from car, Monroe street, South Norwalk. Skull fractured.

October 11, 1902. Unknown man fell trying to board car, North Main street, Waterbury. Slight injury.

October 17, 1902. John T. Riggs, collision, car and team, Fairfield avenue, Bridgeport. Arm hurt.

October 10, 1902. John Lahey and E. P. Hall, car jumped track and ran against wall, Fairfield avenue, Bridgeport. Mr. Lahey's side hurt and Mr. Hall's knee injured.

October 23, 1902. Mr. Brisca, wife, and child, horse frightened and ran, Chestnut street, New Britain. Various injuries.

October 25, 1902. Clarence Carpenter, conductor, brake slipped and cut his hand; Bridgeport.

October 31, 1902. M. London, collision, hack and car, William street, Bridgeport. Slight injury.

November 2, 1902. Conductor Guy Brague pushed from car, Ash Creek, Bridgeport. Hip injured.

November 6, 1902. H. Iverson, bicyclist, ran against car, East Main street, Bridgeport. Slight injury.

November 17, 1902. Unknown man jumped from moving car, State street, Bridgeport. Hand hurt.

November 19, 1902. Mrs. Antoni Corsene, collision of cars, New Britain. Side hurt.

November 24, 1902. William Owens, collision, bicyclist and car, Main street, Bridgeport. Head cut.

December 5, 1902. Mrs. Kitty Monahan fell boarding car, Water street and Fairfield avenue, Bridgeport. Hand hurt.

December 19, 1902. Unknown girl walked against fender of car and fell, Main street, Bridgeport. Injured slightly.

December 22, 1902. Miss Salina Kinast, getting on car in Derby, brake handle flew around and struck her in the mouth. Lips cut.

January 1, 1903. Charles Goulding fell getting on car, Stratford avenue, Bridgeport. Knee hurt.

January 5, 1903. M. S. Neil fell from car, Bunker Hill road, Waterbury. Slight injury.

January 11, 1903. James Clafey fell boarding car, Main street, New Britain, Bruised.

January 17, 1903. Richard Barnett jumped from moving car, Bridgeport. Hand hurt.

January 23, 1903. Louis Lipsic and Gault Bros., collision, car and team, Westport. Various injuries to Mr. Lipsic and Messrs. Gault Bros.' horses injured.

February 3, 1903. Unknown man fell boarding car, Stratford avenue, Bridgeport. Cut knee and forehead.

February 12, 1903. C. Beck jumped from moving car, East Main street, Bridgeport. Shaken up.

February 23, 1903. John Broadwick, collision, car and team, South Main street, Bridgeport. Slight injury.

March 1, 1903. Frederick Stolberg jumped from moving car, Fairfield avenue, Bridgeport, and hurt leg.

March 6, 1903. Eddie Bowers, boy stealing ride and jumped off, Howe avenue, Shelton, arm hurt.

March 7, 1903. Mrs. Catherine Bock stepped from a moving car, Fairfield. Bruised.

March 15, 1903. S. F. Powell stepped off a moving car, Noble avenue, Bridgeport. Hand and knee cut.

March 24, 1903. Elmer Gilbert, derailed car, Howe avenue, Shelton. Slight cut over eye.

April 2, 1903. Julius Gibson tried to board moving car, State street, Bridgeport. Knee skinned.

April 9, 1903. Charles Johnson fell trying to board moving car, Howe avenue, Shelton. Scratched face.

April 11, 1903. Michael Simmons fell from car, Gilman avenue, Bridgeport. Head cut.

April 20, 1903. Victor Rowland, bicyclist, collided with car, Stratford avenue, Bridgeport. Severely injured on head.

April 23, 1903. C. Weld tried to board moving car, Church street, New Britain. Head cut.

April 29, 1903. Thomas Fannon, boy stealing ride, jumped from a moving car, Main street, Bridgeport. Face cut.

May 12, 1903. Albert Meier, bicyclist, ran into side of car, Barnum avenue, Bridgeport. Head cut.

May 12, 1903. Daniel Miller stepped from moving car, Waterbury. Various injuries.

May 14, 1903. H. F. Damon stepped off backwards from car, Berlin. Hand skinned.

May 25, 1903. Conductor Apsell fell from a car, Main street, Ansonia. Head hurt.

June 2, 1903. John Burke stepped in front of an approaching car and was struck, Fairfield avenue, Bridgeport. Bruised.

June 3, 1903. Mrs. W. Fairchild, Mrs. George Fairchild, Miss Hattie Fairchild, and Mrs. Royal Raymond, collision, car and hack, Stratford. Hack damaged and occupants variously injured.

June 5, 1903. Howard Nellentson, collision, bicyclist and car, Chapel street, Bridgeport, cut on face.

June 5, 1903. William Rogers stepped from a moving car, Wall street, Norwalk. Knee hurt.

June 7, 1903. W. J. Bunnell fell from car, New Britain. Arm hurt.

June 10, 1903. William Earles stepped from a moving car, West Main street, New Britain. Foot hurt.

June 19, 1903. Gustave Kelman, collision, car and team, Noble avenue, Bridgeport. Driver injured, wagon damaged.

June 26, 1903. Mr. Squeir and Mr. Latham knocked from car, West Main street, New Britain. Mr. Squeir's injuries resulted fatally; Mr. Latham had three ribs broken.

June 27, 1903. John Hudak, bicyclist, ran into side of car, State street, Bridgeport. Wheel broken, rider injured.

June 27, 1903. Nils Rosin, bicyclist, rode in front of car, Stratford avenue, Bridgeport. Injuries were fatal.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

A. M. YOUNG,
President.

E. W. POOLE,
Assistant Treasurer.

STATE OF CONNECTICUT, }
FAIRFIELD COUNTY, } ss.

BRIDGEPORT, Sept. 24, 1903.

Then personally appeared the above-named A. M. Young, President, and E. W. Poole, Assistant Treasurer, as above written, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

W. T. HINCKS,
Notary Public.

DANBURY & BETHEL STREET RAILWAY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From					
Danbury,	Bethel.	5.641	.224	5.865	Electricity
White Street,	Lake Kenosia.	4.996	.872	5.868	
Total,		10.637	1.096	11.733	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.
\$323,000.00	\$320,000.00	\$200,000.00	\$28 500.00	\$46,748.49

Cost construction.	Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.
\$423,880.40	\$126,860.52	\$51,775.96	\$39,849.61	\$80,904.66

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$7,605.96	.2251	\$61,072.98	\$5,741.56	.1699	\$19,831.68

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$1,864.40	.0551	\$9,600 00	\$10,970.18	\$3,143.75	\$30,083.67

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passen- gers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$18,802.29	359,307	2,001,790	141,658	4.193	about 45

Accidents.

	Killed.	Injured.
Passengers,	3
Employees,
Other persons,	5
Total,	8

History.

Name of company making this report : Danbury & Bethel Street Railway Co.

Date of organization : May 7, 1886.

Under laws of what state organized : Connecticut.

Corporate Name and Address of the Company.

Danbury & Bethel Street Railway Co., 23 South Street, Danbury, Conn.

Officers of the Company.

Name.	Title.	Residence.
S. C. HOLLEY,	President,	Danbury, Conn.
S. HARRISON WAGNER,	Vice-President,	New Haven, "
M. H. GRIFFING,	Treasurer and Secretary,	Danbury, "
G. H. KLINZING,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
S. C. HOLLEY,	Danbury, Conn.
S. H. WAGNER,	New Haven, "
E. A. STRATTON,	Danbury, "
A. E. TWEEDY,	" "
GEO. R. TWEEDY,	" "
M. H. GRIFFING,	" "
A. W. HOLLEY,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	12,920	\$323,000.00	.....
Authorized by vote of company,	12,800	320,000.00	.....
Issued for actual cash,	4,000	100,000.00	\$100,000.00
Issued on account of construction and equipment,	8,800	220,000.00	220,000.00
Total amount issued,	12,800	\$320,000.00	\$320,000.00

Dividends during year, 3 per cent. \$9,600.00

Grand Total of Common and Preferred Stock now outstanding, \$320,000.00.

Amount of stock held in Connecticut, \$259,775.00.

Total number of stockholders, 78.

Total number stockholders in State of Connecticut, 52.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First Mtge., 5%,	May 1, 1894	20	\$200,000	\$200,000	\$200,000	\$200,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May and November.	\$10,000.00

Per mile of single track owned, 10.637 miles, {	Capital stock issued,	\$30,083.67
	Funded debt issued,	18,802.29
	Total,	\$48,885.96

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total Cost to June 30, 1902.	Deductions During Year.	Total Cost to June 30, 1903.
Real estate used in operation of road,	\$210.27	\$36,244.76	.....	\$36,455.03
Buildings and fixtures used in operation of road, . . . . .	.....	47,968.08	.....	47,968.08
Power plant equipment, . . . . .	.....	339,457.29	.....	339,457.29
Construction, . . . . .	.....	126,752.59	\$65.00	126,860.52
Equipment,	172.93			
Grand total,	\$333.20	\$550,422.72	\$65.00	\$550,740.92
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	.....	\$51,775.96

Statement in Detail of Additions to Construction and Equipment during Year.

Freight on four G. E. 1200 motors,	\$58.93
W. W. Sunderland, 6 new half vestibules,	114.00
Building addition to car house,	210.27
Total,	<u>\$383.20</u>

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$80,904.66	
Less operating expenses (excluding all taxes),	61,072.98	
Net earnings from operation,		\$19,831.68
Income from other sources as follows, viz. :		
Advertising,		570.76
Gross income from all sources,		<u>\$20,402.44</u>
Deductions from income as follows, viz. :		
Taxes { State,	\$3,143.75	
{ Other than above,	72.00	
Interest on funded debt,	10,000.00	
Interest on floating debt,	970.18—	14,185.93
Net income from all sources,		<u>6,216.51</u>
Payments from net income as follows, viz. :		
Dividends declared, 3% on common stock,		9,600.00
Deficit for year ending June 30, 1903,		<u>\$3,383.49</u>
Total deficit for year ending June 30, 1903,		<u>\$3,383.49</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers :		
Cash fares,	\$73,960.15	
Ticket fares,	700.00	
From other sources :		
Summer attractions,	5,054.25	
Rent of power,	867.81	
Sale of old metals,	322.45	
Total gross earnings,		<u>\$80,904.66</u>

Operating Expense Accounts.

MAINTENANCE.

Way and Structures :

Maintenance of track and roadway, . . .	\$4,516.64	
Maintenance of electric line, . . .	1,263.13	
Maintenance of buildings and fixtures, . . .	521.72	

Equipment :

Maintenance of steam plant, . . .	1,932.97	
Maintenance of electric plant, . . .	19.50	
Maintenance of cars, . . .	4,072.17	
Maintenance of electrical equipment of cars, . . .	3,832.09—	16,208.22

TRANSPORTATION.

Operation of Power Plant :

Power plant wages, . . .	\$2,991.54	
Fuel for power, . . .	9,689.60	
Water for power, . . .	44.50	
Lubricants and waste for power plant, . . .	72.67	

Operation of Cars :

Wages of conductors, . . .	9,305.89	
Wages of motormen, . . .	8,590.38	
Wages of car house employees, . . .	790.96	
Cleaning and sanding track, . . .	605.45	
Removal of snow and ice, . . .	256.44—	32,347.43

GENERAL.

Salaries of general officers, . . .	\$2,999.91	
Salaries of clerks, . . .	392.69	
Printing and stationery, . . .	203.79	
Miscellaneous office expenses, . . .	431.87	
Stable expenses, . . .	216.66	
Advertising and attractions (\$166.00 of this charged on our books to regular operating expenses), . . .	5,204.70	
Miscellaneous general expenses, . . .	99.40	
Insurance, . . .	2,968.31 —	12,517.33
Total operating expenses, . . .		\$61,072.98

Operating cost, .754% of earnings (excluding taxes); operating cost, .794% of earnings (including taxes); operating cost, .1699 cents per car mile (excluding taxes); operating cost, 1.529 cents per car hour (excluding taxes).

Cash Statement.

Receipts:

Gross earnings from operation,	\$80,904.66
Income from other sources,	570.76
Bills payable,	28,000.00
Accounts receivable,	140.50
Insurance fund,	2,239.76
Equipment account,	65.00
Overdrawn June 30, 1903,	4,896.87
	<u>\$116,817.55</u>

Disbursements:

Operating expenses,	\$61,072.98
Taxes,	3,215.75
Interest,	10,970.18
Dividends,	9,600.00
Construction and equipment,	383.20
Bills payable,	21,000.00
Bills receivable,	558.17
Insurance fund,	5,157.38
Kenmere property,	2,380.64
Extensions,	108.40
Overdrawn June 30, 1902,	2,370.85
	<u>\$116,817.55</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$550,422.72	Construction and equipment,	\$550,740.92	\$318.20	.....
	Other permanent investments, as follows, viz.:			
\$ 18,038.34	Kenmere property,	20,418.98	2,380.64	.....
4,219.29	Current assets, as follows, viz.:			
205.25	Bills receivable,	4,636.96	417.67	.....
268.00	Tools, instruments, etc.,	205.25	.....	.....
.....	Water development,	268.00	.....	.....
.....	Extensions,	108.40	108.40	.....
	Insurance fund,	1,707.89	1,707.89	.....
\$573,153.60	Total,	\$578,086.40	\$4,932.80	.....

Comparative General Balance Sheet.—Continued.

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$320,000.00	Capital stock,	\$320,000.00	.....	.....
200,000.00	Funded debt,	200,000.00	.....	.....
	Current liabilities, as follows, viz.:			
21,500.00	Loans and notes payable,	28,500.00	\$7,000.00	.....
1,209.73	Insurance fund, . . . . .	.....	.....	\$1,209.73
	Accrued liabilities:			
2,370.85	Balance overdrawn,	4,896.87	2,526.02	.....
28,073.02	Profit and loss,	24,689.53	.....	3,383.49
\$573,153.60	Total,	\$578,086.40	\$9,526.02	\$4,593.22

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,506,823
Number of transfer passengers carried,	494,967
Total number passengers carried,	2,001,790
Number of paying passengers per mile of main track operated,	141,658
Number of transfer points,	2
Passenger car mileage,	359,307
Receipts per paying passenger, . . . . .	.0495
Receipts per total passengers carried, . . . . .	.0372
Maximum speed, miles per hour,	10
Average number of employees (including officials) during year,	About 45
Aggregate amount of salaries and wages paid,	\$32,587.67
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold,	21 tickets for \$1

	Number.
Power houses,	1
Car houses,	2
Horses owned,	2
Number of vehicles,	5
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	3
Steam railroad crossings at grade protected by derailling devices on street railroad,	2
Steam railroad crossings under grade,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	10.441	10.441
Length of second main track, . . . .	.196	.196
Total miles owned,	10.637	10.637
Length of sidings and turnouts,	1.096	1.096
Total computed as single track,	11.733	11.733

RAILS.

Name of	Weight per Yard.	Steel (miles of).	Total.
"T," }	48	2.	2.
	60	8.733	8.733
Girder Tram,	80	1.	1.
Total miles of		11.733	11.733

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block,	About 1.
Cobble stone,	" 8.733
Track without paving,	2.00
Total miles,	11.733

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, half.	Equipped with air brake.	Equipped with electric heaters.	Equipped with stoves.
Closed,	13	10	10	10	..	10	3
Open,	21	12	12	..	16	..	..
Work,	1	1	..	..	..	..	..
Snow Plows,	1	1	..	..	..	..	..
Sweepers,	1	1	..	..	..	..	..
Total,	37	25	22	10	16	10	3

Employees.	Average Number of hours on duty per day.	Wages per day.
Conductors,	11	\$2.20
Motormen,	11	2.20
Watchmen,	10	1.66
Roadmen,	10	1.66
Engineers,	12	2.68
Firemen,	12	1.71
Machinists and Mechanics,	10	2.34

List of all Accidents During Year ended June 30, 1903.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	..	..	..	3
Employees,
Other persons,	5	..	5
Total,	3	..	5	..	8

Amount paid for injuries and damages caused by accidents :—

Paid by the Company, \$4,907.38

Statement of Each Accident in Detail.

Sidney Grannis, Main street, slight scalp wound; car started suddenly, and he fell backwards.

Mrs. Kyle, Main street, drove in front of car; slight shaking up.

Mamie Riley, White street crossing, Jan. 15, 1903, cut by glass; car ran into gates at railroad crossing.

Mrs. E. A. Graves, White street crossing, Jan. 15, 1903, cut by glass; car ran into gates at railroad crossing.

Mr. Fairchild, Mr. Fairchild, Mr. Fairchild, and Mr. Wood, White street drove in front of car; car struck team; slight injury to all.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

S. C. HOLLEY,
President.

M. H. GRIFFING,
Treasurer.

STATE OF CONNECTICUT, } ss.
FAIRFIELD COUNTY, }

DANBURY, Sept. 15, 1903.

Then personally appeared the above-named S. C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury & Bethel Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

A. N. WILDMAN,
Notary Public.

THE DANIELSON & NORWICH STREET RAILWAY COMPANY.

FOR 3 MONTHS ENDING SEPTEMBER 30, 1902.

Summary of Financial Condition and Results of Operation, 3 Months ending September 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Danielson	Wauregan.	4.492	.037	4.529	Elec- tricity.

NOTE.— Line open for business, August 23, 1902.

Capital author- ized by charter.	Stock issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost con- struction.	Cost of con- struction and equipment per mile of road owned.
\$50,000.00	\$50,000.00	\$1,000.38	\$11,260.84	*	\$11,130.89

* Road under construction ; \$50,000.00 paid to contractors on account.

Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.
\$1,562.50	\$347.84	\$.204	\$666.66	\$148.41

Operating expenses per mile run.	Net. earnings.	Net earnings per mile operated.	Net earnings per mile run.	Taxes paid state.	Capital stock is- sued per mile of road owned.
\$.087	\$895.84	\$199.43	\$.117	\$504.95	\$11,130.89

Miles run.	Passengers carried.	No. of paying pas- sengers per mile of main track operated.	No. of paying passengers per mile run. .	No. employees.
7,630	31,250	6,956.8	4.09	15

History.

Name of company making this report: The Danielson & Norwich Street Railway Company.

Date of organization : August 31, 1901.

Under laws of what State organized: Laws of the State of Connecticut. Special laws 1901, Connecticut, page 800, chapter 253.

What carrier operates the road of this company: The road formerly owned by this company has been, since September 30, 1902, owned and operated by The Worcester & Connecticut Eastern Railway Company.

Corporate Name and Address of the Company.

The Danielson & Norwich Street Railway Company, Putnam, Conn.

Officers of the Company.

Name.	Title.	Residence.
FREDERICK A. JACOBS,	President,	Danielson, Conn.
EDWIN N. SANDERSON,	General Manager,	New York, N. Y.
EDWIN N. SANDERSON,	Treasurer,	" "
HARRY E. BACK,	Secretary,	Danielson, Conn.
J. E. S. CAIN,	Superintendent,	Putnam, Conn.

Directors of the Company.

Name.	Residence.
EDWIN N. SANDERSON,	New York, N. Y.
FREDERICK A. JACOBS,	Danielson, Conn.
HARRY E. BACK,	Danielson, Conn.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	500	\$50,000.00	.....
Authorized by vote of Co.,	500	50,000 00	.....
Issued for actual cash,	500	50,000.00	\$50,000.00
Total amount issued,	500	\$50,000.00	\$50,000.00

Grand total of common and preferred stock now outstanding, \$50,000.00.

Amount of stock held in Connecticut, \$50,000.00.

Total number of stockholders, 3.

Total number of stockholders in Connecticut, 3.

Funded Debt.

Description of mortgages, bonds, etc.: None.

Per mile of single track owned, 4.492 miles	{ Capital stock issued, \$11,130.89
	{ Funded debt issued,
Total,	\$11,130.89

Construction and Equipment Accounts.

Road under construction, built by contract.

Amount paid to contractors on account,	\$50,000.00
Total cost to Sept. 30, 1902, amount paid to contractors,	50,000.00
Cost of construction and equipment per mile of road owned,	11,130.89

Income Account for 3 Months ending September 30, 1902.

(Began business, August 23, 1902.)

Gross earnings from operation,	\$1,562.50
Less operating expenses (excluding all taxes),	666.66
Net earnings from operation,	\$895.84
Gross income from all sources,	\$895.84
Deductions from income as follows, viz.: taxes, state,	504.95
Net income from all sources,	\$390.89
Total surplus for 3 months ending Sept. 30, 1902,	\$390.89

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:

Cash fares,	\$1,562.50
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Operating Expense Accounts.**MAINTENANCE.**

Way and Structures:

Maintenance of cars,	\$1.82
Maintenance of electrical equipment of cars,	5.84
Miscellaneous shop expenses,	23.49 — \$31.15

TRANSPORTATION.

Operation of Power Plant:

Hired power,	\$421.18
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Operation of Cars:

Superintendence of transportation,	19.81
Wages of conductors,	83.14
Wages of motormen,	80.55
Wages of car house employees,	24.99
Miscellaneous car service expenses,	1.87 — 631.54

GENERAL.

Miscellaneous general expenses,	\$3 97
Total operating expenses,	\$666.66

Operating cost, 42.6% of earnings (excluding taxes); operating cost, 74.4% of earnings (including taxes); operating cost, .087 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Gross earnings from operation,	\$1,562.50
Accounts payable,	495.43
Capital stock,	50,000.00
	<hr/>
	\$52,057.93

Disbursements:

Operating expenses,	\$666.66
Construction and equipment,	50,000.00
Cash on hand June 30, 1903,	1,391.27
	<hr/>
	\$52,057.93

Comparative General Balance Sheet.

(Showing condition of accounts at close of business September 30, 1902.)

Assets.	Total, Sept. 30, 1902.
Construction and equipment,	\$50,000.00
Current assets, as follows, viz.:	
Cash on hand,	1,391.27
Total,	<hr/>
	\$51,391.27

Liabilities.	Total, June 30, 1903.
Capital stock,	\$50,000.00
Current liabilities, as follows, viz.:	
Audited vouchers and accounts,	495.43
Accrued liabilities:	
Taxes accrued and not yet due,	504.95
Profit and loss,	390.89
Total,	<hr/>
	\$51,391.27

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	31,250
Number of paying passengers per mile of main track operated,	6,956.8
Passenger car mileage,	7,630
Receipts per paying passenger, . . . . .	.05
Receipts per total passengers carried, . . . . .	.05
Maximum speed, miles per hour,	20
Average number of employees (including officials) during year,	15
Aggregate amount of salaries and wages paid,	\$245.48
Steam railroad crossings under grade,	1

Characteristics of Road and Equipment.

Track.	Miles Owned.
Length of first main track,	4.492
Length of sidings and turnouts, . . . . .	.037
Total computed as single track,	4.529

RAILS:

Name of, "T"; weight per yard, 72 lbs.; steel (miles of), 4.529.

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

Cars loaned by Worcester & Connecticut Eastern, which company purchased the D. & N. on September 30th. Therefore no equipment ever owned.

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$1.70
Motormen,	10	1.70
Roadmen,	1	1.30

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FREDERICK A. JACOBS,
President.

EDWIN N. SANDERSON,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF WINDHAM, } ss.

DANIELSON, September 15, 1903.

Then personally appeared the above named Frederick A. Jacobs, President of The Danielson & Norwich Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

FRANK T. PRESTON,
Justice of the Peace.

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK, } ss.

September 14, 1903.

Then personally appeared the above-named Edward N. Sanderson, Treasurer of The Danielson & Norwich Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

FREDERICK M. SANDERS,
Notary Public, New York County.

EAST HARTFORD & GLASTONBURY STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Bonds issued.
From	To				
One mile south of church corner, East Hartford, Burnside Avenue and Main St., East Hartford,	So. Glastonbury,	7.098	.304	7.402	\$200,000
	Burnside,	2.733	.110	2.843	.....
Total,		9.831	.414	10.245	.....

History.

Name of company making this report : East Hartford & Glastonbury Street Railway Company.

Date of organization : March 9, 1868, as the East Hartford and Glastonbury Horse Railroad Company ; changed to present name November 27, 1899.

Under laws of what state organized : Connecticut.

What carrier operates the road of this company : Hartford Street Railway Company.

Corporate Name and Address of the Company.

East Hartford & Glastonbury Street Railway Company, 111-27 State street, Hartford, Conn.

Officers of the Company.

Name.	Title.	Residence.
E. S. GOODRICH,	President,	Hartford, Conn.
SAMUEL G. DUNHAM,	Vice-President,	" "
DANIEL R. HOWE,	Treasurer,	" "
GEORGE D. CURTIS,	Secretary,	" "

Directors of the Company.

Name.	Residence.
E. S. GOODRICH,	Hartford, Conn.
JAMES J. GOODWIN,	New York, N. Y.
DANIEL R. HOWE,	Hartford, Conn.
ATWOOD COLLINS,	" "
JOHN R. REDFIELD,	" "
SAMUEL G. DUNHAM,	" "
GEO. D. CURTIS,	" "
GEO. G. WILLIAMS,	" "
GEO. E. TAINTOR,	" "

Funded Debt.

Description of Mortgages, Bonds, etc.	Date of Issue.	Term of Years.	Amount Authorized.	Amount Issued.	Amount Outstanding.	Cash realized on amount Issued.
Debenture Bds.,	Dec., '97	3-30	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	June and December.	\$10,000.00

Per mile of single track owned, 9.831 miles. Funded debt issued, \$20,343.80

Construction and Equipment Accounts.

Total cost to June 30, 1902.	Item.	Total cost to June 30, 1903.
\$200,000.00	Track, Roadway, and Electric Line Construction,	\$200,000.00

Cost of Construction and Equipment per mile of road owned, \$20,343.80.

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.
\$200,000.00	Construction and Equipment,	\$200,000.00

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.
\$200,000.00	Funded Debt,	\$200,000.00

Characteristics of Road and Equipment.

Track.	Miles Owned.
Length of first main track,	8.947
Length of second main track, . . . . .	.884
Total miles owned,	9.831
Length of sidings and turnouts, . . . . .	.414
Total computed as single track,	10.245

RAILS.

Name of "T," weight per yard, 65-70 ; steel (miles of), 10.245.

PAVING.

Macadam,884 miles.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

E. S. GOODRICH,
President.

D. R. HOWE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

September 9, 1903.

Then personally appeared the above-named E. S. Goodrich, President, and D. R. Howe, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true. Before me,

ELMER M. WHITE,
Notary Public.

FAIR HAVEN & WESTVILLE R. R. CO.

Summary of Financial Condition and Results of Operations, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Davenport Ave.	Westville.	20.942	.897	21.839	Electricity.
Forest St.	York St.				
Chapel St.	R. R. Station.				
State St.	Steamboat Dock.				
"	Bridge St. through Water St.				
East St.	Ferry St. through Chapel St.				
Davenport Ave.	Montowese.	2.206	2.206	
Broadway	Blakes Corner.	7.758	.156	7.914	
Munson St.	Goodrich St.				
Church St.	York St. through Elm.	38.081	1.700	39.781	
"	East Haven and Momanguin.				
"	Lighthouse Point.				
"	Schutzen Park.				
"	Westville.				
"	Mt. Carmel.				
Steamb't D'k	Granniss Corner.				
Total,		68.987	2.753	71.740	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$5,000,000.00	*\$3,632,300.00	\$1,133,000.00	\$875,800.00	\$66,424.59	\$4,002,802.64

*31,774 shares of stock of the par value of \$794,850, have also been issued in exchange for a like number of shares of the Winchester Avenue R. R. Co., for which company a separate report is submitted.

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$486,733.34	\$65,078.00	\$58,022.56	\$1,013,542.68	\$9,732.59

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.1952	\$642,962.19	\$6,174.08	.1238	\$370,580.49

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid state.	Capital stock issued per mile of road owned.
\$3,558.51	.0714	\$205,466.24	\$66,374.35	\$53,330.00	\$52,651.95

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passen- gers per mile run.	Number of employees.
\$16,423.39	5,193,023,269	25,804,187	204,576	3.830	900

Accidents.

	Killed.	Injured.
Passengers,	1	72
Employees,	1	3
Other persons,	9	12
Total,	11	87

History.

Name of company making this report: Fair Haven & Westville Railroad Company.

Date of organization: Consolidated Company, formed October 31, 1898, the Consolidated Company taking the name of The Fair Haven & Westville Railroad Company.

Under laws of what state organized: Connecticut.

If a consolidated company name the constituent companies: The Fair Haven & Westville R. R. Co. Chartered June 30, 1860. Private Acts, vol. v, p. 370. Amendments: Private Acts, vol. v, pp. 498, 503, 620, 627, 655; vol. vi, pp. 51, 404, 949; vol. vii, pp. 382, 899; vol. x, pp. 326, 356, 959, 1203; vol. xi, pp. 863, 1040, 1066, 1160, 1170; vol. xii, pp. 472, 1019; vol. xiii, p. 1024. Special Acts, 1903, p. 389.

The New Haven Street Ry. Company, chartered June 21, 1893. Private Acts, vol. xi, p. 843. Amendments: Private Acts, vol. xi, p. 863; vol. xii, pp. 473, 919.

The New Haven & Centerville St. Ry. Company, chartered June 30, 1893. Private Acts, vol. xi, p. 1027. Amendments: Private Acts, vol. xi, p. 1028; vol. xii, p. 478.

Date and authority for each consolidation: October 31, 1898. The provisions of the charters and amendments of the several constituent companies ratified and confirmed by Private Act of the General Assembly, approved June 15, 1899. Certificate of Consolidation filed in office of Secretary of State.

Corporate Name and Address of the Company.

Fair Haven & Westville Railroad Company, 902 Chapel Street, New Haven, Conn.

Officers of the Company.

Name.	Title.	Residence.
JAMES S. HEMINGWAY,	President,	New Haven, Conn.
JOHN B. CARRINGTON,	Vice-President,	" "
LEVERETT CANDEE,	Treasurer,	" "
LEVERETT CANDEE,	Secretary,	" "
THERON R. HULL,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
SAMUEL HEMINGWAY,	New Haven, Conn.
JOHN B. CARRINGTON,	" "
GEORGE D. WATROUS,	" "
JAMES S. HEMINGWAY,	" "
WILBUR F. DAY,	" "
SAMUEL E. MERWIN,	" "
HAYES Q. TROWBRIDGE,	" "
HENRY F. PARMELEE,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter,	200,000	\$5,000,000.00	.....	.....	.....
Authorized by vote of Co.,	200,000	5,000,000.00	\$1,000,000.00	5%	\$50,000.00
Issued for actual cash,	65,292	1,632,300.00	632,300.00	2½%	15,807.50
Issued for,†see note below	80,000	2,000,000.00	.....	5%	100,000.00
Issued for 31,774 shares in exchange, share for share, for Winchester Ave. R. R. Co. stock,	.....	.....	.....	5%	39,658.74
Total amount issued,	145,292	\$3,632,300.00	\$1,632,300.00	.....	\$205,466.24

†Capital stock authorized by agreement of the several companies entering into the consolidation ratified by the General Assembly by resolution, approved June 15, 1899. The stock of the Consolidated Company was fixed at \$2,000,000.00.

Grand total of common and preferred stock now outstanding, \$3,632,300.00,

Amount of stock held in Connecticut, \$3,135,050.00.

Total number of stockholders, 513.

Total number of stockholders in State of Connecticut, 375.

Funded Debt.

Description of Mortgage, Bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.
New Haven St. Railway Co., First Mortgage,	1893	20	\$600,000.00	\$600,000.00	\$600,000.00
New Haven St. Railway Co., First Purchase Money— Consolidated Mortgage,	1894	20	250,000.00	250,000.00	250,000.00
New Haven & Centerville St. Ry. Co., First Mortg.,	1893	40	283,000.00	283,000.00	283,000.00
Total,	.....	.....	\$1,133,000.00	\$1,133,000.00	\$1,133,000.00

Funded Debt. — Continued.

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	March and September.	\$30,000.00
5 per cent.	June and December.	12,500.00
5 per cent.	March and September.	14,150.00
.....	Total,	\$56,650.00

Per mile of single track owned, 68.987 miles, { Capital stock issued, \$52,651.95
 { Funded debt issued, 16,423.39
 Total, . . . \$69,075.34

Construction and Equipment Accounts.

Item.	Charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Deductions during year.	Total cost to June 30, 1903.
Organization, . . . . .	.....	\$5,298.15	\$971.58	\$4,326.57
Engineering and superintendence,	\$1,726.55	2,034.11	.....	3,760.66
Right of way, . . . . .	.....	8,923.52	72.10	8,851.42
Track and roadway construction,	101,765.31	3,060,629.97	.....	3,162,395.28
Electric line construction,	20,863.13	130,224.98	.....	151,088.11
Real estate used in operation of road, . . . . .	.....	87,750.00	.....	87,750.00
Buildings and fixtures used in operation of road,	27,102.36	180,021.14	.....	207,123.50
Investment of real estate, . . . . .	.....	17,636.77	.....	17,636.77
Power plant equipment,	102,013.01	249,366.99	.....	351,380.00
Shop tools and machinery,	323 64	2,347.12	.....	2,670.76
Cars,	52,483.34	188,082.50	.....	240,565.84
Electric equipment of cars,	54,440 39	167,463.12	.....	221,903.51
Miscellaneous equipment,	12,034.03	12,229.96	.....	24,263.99
Interest and discount,	5,819.57	.....	.....	5,819.57
Grand Total,	\$378,571.33	\$4,112,008.33	\$1,043.68	\$4,489,535.98
Cost of Construction and Equipment per mile of road owned, . . . . .	.....	.....	.....	65,078.00

Statement in detail of Additions to Construction and Equipment during the Year.

Engineering and Superintendence Derby Extension,	\$1,726.55
Track and Roadway Construction: Double-tracking East Haven Line, and Grading for Derby Extension, and rails, ties, etc., for Derby Extension,	101,765.31
Electric Line Construction: Feeder, trolley wire, etc., for Derby Extension; extra Feeder for various other lines,	20,863.13
Buildings and Fixtures used in operation of road: Addition to Grand Avenue Power House,	27,102.36
Power Plant Equipment: 2-1,000 H. P. Allis Engines; 2-800 K. W. General Electric Generators; 6-200 H. P. Bigelow Boilers, and installation of same,	102,013.01
Shop Tools and Machinery: Boring Machine and installation of same,	323.64
Cars: 12 Brill Double Truck Closed Cars, and 10 Brill Double Truck Open Cars,	52,483.34
Electric Equipment of Cars: Electrical Equipment for 12 Brill Double Truck Closed Cars, and 10 Brill Double Truck Open Cars,	54,440.39
Miscellaneous Equipment: 2 Taunton Double Truck Snow Plows, Interest and Discount: Interest on amount paid to June 30, 1903, on Derby Extension,	12,034.03
	5,819.57
Total,	\$378,571.33

Additions and Betterments on Leased Lines.

Engineering and superintendence,	\$1,118.00
Right of way,	10,822.44
Track and roadway construction,	78,586.16
Electric line construction,	3,146.44
Total,	\$93,673.04
Amount due from Lessor Company June 30, 1903,	\$93,673.04

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$1,013,542.68
Less operating expenses (excluding all taxes),	642,962.19
Net earnings from operation,	\$370,580.49
Income from other sources as follows, viz.:	
Advertising,	\$3,949.92
Rent of land and buildings,	698.00
Interest and dividends on securities owned,	54,241.14
Miscellaneous,	2,525.93
Gross income from all sources,	\$431,995.48
Deductions from income as follows, viz.:	
Taxes, state,	\$53,330.00
Interest on funded debt,	56,650.00
Interest on floating debt,	9,724.35
Rentals of leased lines,	102,560.30
Net income from all sources,	\$209,730.83
Payments from Net Income as follows, viz.:	
Dividends declared, 5% on \$3,790,400 com. stk.,	\$189,520.00
Dividends declared, 3 $\frac{1}{2}$ % on \$3,400 com. stk.,	127.50
Dividends declared, 2 $\frac{1}{2}$ % on \$632,750 com. stk.,	15,818.74
Total surplus for year ending June 30, 1903,	\$4,264.59

Detailed Statement of Rentals of Leased Lines.

The Winchester Ave. R. R. Co. has been operated by this Company since July 1, 1901, under a traffic agreement, by the terms of which the total gross profits of operation of both roads are divided between the two companies. The gross profits for the year ending June 30, 1903, were \$377,754.34, the Fair Haven and Westville R. R. Co. receiving 72.85%, \$275,194.04, and the Winchester Ave. R. R. Co. 27.15%, \$102,560.30.

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.****From Passengers :**

Cash fares,	\$982,463.70
Ticket fares,	9,719.55
Chartered cars,	4,516.12

From other sources :

Mail,	1,925.47
Express,	3,733.00
Operation of Branford El. Ry. Co. under contract,	11,179.84

Total gross earnings,	\$1,013,542.68
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Operating Expense Accounts.**MAINTENANCE.****Way and Structures :**

Maintenance of track and roadway,	\$47,196.24
Maintenance of electric line,	14,864.42
Maintenance of buildings and fixtures,	3,054.98

Equipment :

Maintenance of steam plant,	2,937.49
Maintenance of electric plant,	1,441.66
Maintenance of cars,	49,284.08
Maintenance of electrical equipment of cars,	29,116.98
Maintenance of miscellaneous equipment,	1,100.02
Miscellaneous shop expenses,	6,889.47— 155,885.34

TRANSPORTATION.**Operation of Power Plant :**

Power plant wages,	\$22,113.85
Fuel for power,	55,041.66
Water for power,	2,980.02
Lubricants and waste for power plant,	2,201.06
Miscellaneous supplies and expenses of power plant,	3,076.89

Operation of Cars :

Superintendence of transportation,	\$4,470.60	
Wages of conductors,	123,479.30	
Wages of motormen,	124,484.90	
Wages of other car service employees,	14,749.78	
Wages of car house employees,	8,133.15	
Car service supplies,	2,861.12	
Miscellaneous car service expenses,	11,544.90	
Cleaning and sanding track,	6,988.80	
Removal of snow and ice,	9,247.55—	\$391,373.58

GENERAL.

Salaries of general officers,	\$15,796.03	
Salaries of clerks,	9,013.95	
Printing and stationery,	1,443.86	
Miscellaneous office expenses,	872.18	
Storeroom expenses,	547.55	
Stable expenses,	1,503.82	
Advertising and attractions,	7,525.23	
Miscellaneous general expenses,	3,352.86	
Damages,	33,492.87	
Legal expenses in connection with damages,	5,667.33	
Other legal expenses,	3,947.09	
Rent of land and buildings,	2,979.96	
Insurance,	9,560.54—	95,703.27

Total operating expenses, \$642,962.19

Operating cost, 63.43% of earnings (excluding taxes) ; operating cost, 68.70% of earnings (including taxes) ; operating cost, 12.38 cents per car mile (excluding taxes) ; operating cost 1.04 cents per car hour (excluding taxes).

Receipts :

Cash Statement.

Cash on hand June 30, 1902,	\$52,333.86	
Gross earnings from operation,	1,013,542.68	
Income from other sources,	61,414.99	
Bills payable,	35,800.00	
Accounts receivable,	2,239.69	
New stock issued Oct. 1, 1902,	632,300.00	
		\$1,797,631.22

Disbursements :

Operating expenses,	\$642,962.19	
Taxes,	53,330.00	
Interest,	66,374.35	
Dividends,	205,466.24	
Construction and equipment,	377,527.65	
Accounts receivable,	95,835.12	
Winchester Ave. R. R. Co. on account contract,	99,460.68	
Payment account, controlling interest Winchester Ave. R. R. Co.,	245,269.20	
West Shore Ry. Co., stock,	1,320.00	
Cash on hand June 30, 1903,	10,085.79	
		\$1,797,631.22

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$4,112,008.33	Construction and Equipm't,	\$4,489,535.98	\$377,527.65	.....
	Other Permanent Invest- ments, as follows :			
29,500.00	Whitney Ave. H. R. R. Co., stock,	29,500.00	.....	.....
884,834.30	Fair Haven & Westville R. R. Co., stock,	1,130,103.50	245,269.20	.....
790,400.00	Winchester Ave. R. R. Co., stock,	794,350.00	3,950.00	.....
.....	West Shore Ry. Co., stock,	1,320.00	1,320.00	.....
	Current Assets, as follows :			
52,333.86	Cash on hand,	10,085.79	.....	\$42,248.07
	Additions and betterments on leased lines,	93,673.04	93,673.04	.....
8,478.64	Accounts receivable,	8,401.03	.....	77.61
\$5,877,555.13	Total,	\$6,556,969.34	\$721,739.89	\$42,325.68

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$3,790,400.00	Capital stock,	\$4,426,650.00	\$636,250.00	.....
1,133,000.00	Funded debt,	1,133,000.00	.....	.....
	Current Liabilities, as fol- lows :			
840,000.00	*Loans and notes payable,	875,800.00	35,800.00	.....
5,506.84	Miscellaneous current lia- bilities,	8,606.46	3,099.62	.....
34,697.33	Accident insurance fund,	25,011.17	.....	\$9,686.16
73,950.96	Profit and loss,	87,901.71	13,950.75	.....
\$5,877,555.13	Total,	\$6,556,969.34	\$689,100.37	\$9,686.16

* The indebtedness incurred for the purpose of acquiring a controlling interest in the Winchester Ave. R. R. Co. now amounts to this sum and there is no other floating indebtedness.

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	19,888,446
Number of transfer passengers carried,	5,915,741
Total number passengers carried,	25,804,187
Number of paying passengers per mile of main track operated,	204,576
Number of transfer points,	21
Number of tons of freight carried, earning revenue. Do no freight business.	

Passenger car mileage,	5,017,433. ⁵⁴¹ / ₁₀₀₀
Mileage Branford Electric Ry. Co.,	175,589. ⁷²⁸ / ₁₀₀₀
Total car mileage,	5,193,023. ²⁶⁹ / ₁₀₀₀

Receipt per paying passenger, . . . . .	.0499
Receipt per total passengers carried, . . . . .	.0385
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	900
Aggregate amount of salaries and wages paid,	\$478,816.58
Books containing 40 tickets are sold to pupils of the public and parochial schools at \$1.00 each, one-half regular fare.	

	Number.
Power houses,	2
Car houses,	6
Horses owned,	6
Other articles of equipment, viz.:	
Tower wagons,	2
Two-horse wagons,	1
One-horse wagons,	2
Steam Railroad crossings at grade unprotected,	1
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	2
Steam railroad crossings over grade,	6
Steam railroad crossings under grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Total miles operated.
Total miles owned,	68.987	35.152	104.139
Length of sidings and turnouts,	2.753	2.827	5.580
Total computed as single track,	71.740	37.979	109.719

Name of rails, "T"; 50, 56, 60, 70, 72, 74 lb.

Gauge of track — 4 feet 8½ inches.

Characteristics of Road and Equipment.—Continued.

PAVING.

	Miles.
Asphalt, sheet, . . . . .	.926
Asphalt, block,	None.
Belgium block,	5.438
Macadam,	29.602
Brick,	6.093
Cobbles,	1.569
Total miles,	43.628

CARS, ETC.

	Total Number.	Equipped with motors.	Fenders, No. of.	Vestibule, full.	Equipped with air brakes.	Double truck.	Equipped with electric heaters.
Closed cars,	98	98	196	24	24	24	98
Open cars,	106	106	212	.....	10	10	.....
Work cars,	16	11	22	.....	.....	.....	.....
Snow plows,	6	6	.....	.....	.....	.....	.....
Sweepers,	5	5	.....	.....	2	2	.....
Total,	231	226	430	24	36	36	98

Employees.	Average Number of hours on duty per day.	Wages per day.
Conductors,	10	2.00
Motormen,	10	2.00
Starters,	10	2.25
Watchmen,	10	1.50
Switchmen,	10	1.75
Roadmen,	10	1.50
Linemen,	10	1.50 to 3.00
Engineers,	8	2.50 " 3.00
Firemen,	8	2.00
Electricians,	10	1.25 " 2.50
Machinists and Mechanics,	10	2.00 " 2.75

List of all Accidents During Year ended June 30, 1903.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . .	..	67	1	5	1	72
Employees,	1	2	..	1	1	3
Other persons, . . .	..	2	9	10	9	12
Total,	1	71	10	16	11	87

Amount paid for injuries and damages caused by accidents :—

Paid by the Company, \$33,492.87

List of Accidents.

July 4, 1902. John Mooney hit by car in East Haven and injured.

July 9, 1902. Inga Johnson stepped off car in motion, on State street, and was slightly injured.

July 18, 1902. Arthur Bradley was hit by work-car on Grand avenue and injured.

July 24, 1902. Car hit wagon on West Haven line, containing man and two children on load of hay, injuring all slightly.

July 26, 1902. Head-on collision between two cars at Short Beach, on Branford Electric Railway. Motorman Lindstrom died from injuries received, and 55 passengers were injured, some seriously.

Aug. 21, 1902. Head-on collision on Church street, conductor and motorman and four passengers slightly injured.

Aug. 27, 1902. Boy named L. Benton ran in front of car at Morris Cove, hit and slightly injured.

Sept. 1, 1902. Albert Norton was struck by broken trolley bracket at Short Beach and badly cut on face.

Sept. 1, 1902. Rear-end collision on Campbell ave., six passengers slightly injured.

Sept. 10, 1902. Man named Beach stepped from car in motion on Howard avenue, fell and broke his arm.

Sept. 15, 1902. Miss Green stepped backward off moving car on Elm street, West Haven, and fell; died at hospital.

Sept. 24, 1902. George L. Earle drove in front of moving car on Carlisle street, struck by car and leg broken.

Sept. 29, 1902. Boy named Rohloff ran across track on Chapel street, slipped and was struck by car. Died at hospital.

Oct. 8, 1902. Boy named Frank Schipper, riding bicycle back of car on Chapel street, crossed track directly in front of car coming from the other direction, struck by car and died at hospital.

Oct. 15, 1902. James Ward was struck by car on Grand avenue and slightly injured.

Nov. 28, 1902. Boy named J. Gammattie ran in front of moving car on Congress avenue, struck and slightly injured.

Dec. 1, 1902. P. Eagan, delivering mail to motorman on Chapel street, was caught between two cars and injured.

Dec. 10, 1902. Conductor Burnell, while looking out of door of his car, was hit by car coming from other direction and slightly injured.

Jan. 24, 1903. George Carpenter drove stage directly in front of car on Elm street. Was struck and injured. Died at hospital.

Jan. 12, 1903. Italian jumped off car backwards on Chapel street as it was starting up. Fell and was slightly injured.

Mar. 25, 1903. Intoxicated man named Oscar Brandmyer, lying on track in Centerville, was struck by car and died at hospital.

April 6, 1903. Lester Shares jumped off moving car on Church street. Fell and slightly injured.

April 17, 1903. Clayton Willis ran in front of moving car on Chapel street, struck and slightly injured.

April 27, 1903. Child named Lena Brando ran in front of moving car on State street, struck and injured. Died at hospital.

April 29, 1903. Child named Laseo ran in front of moving car on Carlisle street, struck and received injuries from which she died later.

May 20, 1903. Miss Roach stepped from behind car on Whalley avenue, directly in front of car coming from other direction, and was struck by running board and slightly injured.

May 22, 1903. Boy named John Cummings ran in front of moving car on Sylvan avenue. Car struck and partly ran over him, causing instant death.

May 23, 1903. Child named Dorothy Daniels walked in front of moving car on Kimberly avenue, was struck and received injuries from which she died later.

June 3, 1903. Intoxicated man started to get off car on Farren avenue, on wrong side, while car was in motion. Was struck by passing car and injured.

June 19, 1903. Rear-end collision on Campbell avenue, J. McDonald slightly injured.

June 27, 1903. Child named Tebbels ran in front of moving car on Church street, struck and received injuries from which he died later.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JAMES S. HEMINGWAY, *President.*

LEVERETT CANDEE, *Treasurer.*

STATE OF CONNECTICUT, }
NEW HAVEN COUNTY, } ss.

NEW HAVEN, CONN., Sept. 14, 1903.

Then personally appeared the above-named James S. Hemingway and Leverett Candee, President and Treasurer, respectively, of the Fair Haven & Westville Railroad Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WALTER P. JUDSON,

Justice of the Peace.

THE FARMINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Unionville	West Hartford.	9.7	1.1	10.8	Electric.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.	Cost construction.
\$189,000.00	\$189,000.00	None.	None.	\$17,500.00	\$107,364.63

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$51,294.37	\$16,356.59	\$11,068.50	\$37,754.14	\$3,892.17

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$.1814	\$35,976.49	\$3,708.92	\$.1728	\$1,777.65

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$183.26	\$.00854	None.	None.	\$780.74	\$19,484.53

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passen- gers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
None.	208,106	327,823	33,796	1.65	23

Accidents.

None.

History.

Name of company making this report: The Farmington Street Railway Co.

The date of organization: October 19, 1899.

Under laws of what state organized: Connecticut.

If a reorganized company, give name of original corporation: The Hartford & West Hartford Horse Railway Company.

Corporate Name and Address of the Company.

The Farmington Street Railway Company, 739 Main Street, Hartford, Conn.

Officers of the Company.

Name.	Title.	Residence.
HENRY A. JAMES,	President,	Lakewood, N. J.
D. NEWTON BARNEY,	Vice-President,	Farmington, Conn.
E. D. ROBBINS,	General Manager,	Wethersfield, "
E. D. ROBBINS,	Treasurer,	" "
E. D. ROBBINS,	Secretary,	" "
T. L. McCORMACK,	Superintendent,	Unionville, "

Directors of the Company.

Name.	Residence.
HENRY A. JAMES,	Lakewood, N. J.
D. NEWTON BARNEY,	Farmington, Conn.
E. D. ROBBINS,	Wethersfield, "
W. A. HOOKER,	Farmington, "
A. J. BROUGH, JR.,	Hartford, "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of Shares.	Total Par Value.	
Authorized by charter, . . .	1,890	\$189,000.00	*\$157,500.00

* 1,890 shares, \$100.00 each, $\frac{5}{8}$ of which has been paid in.

Grand total of common and preferred stock now outstanding, \$189,000.00.

Amount of stock held in Connecticut, \$69,700.00.

Total number of stockholders, 31.

Total number of stockholders in State of Connecticut, 25.

Per mile of single track owned, 9.7 miles,	Capital stock issued,	\$19,484.53
	Funded debt issued,	None
	Total,	\$19,484.53

Construction and Equipment Accounts.

Item.	Expenditures during year charged to con- struction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Organization,		\$703.47	\$703.47
Right of way,	\$61.70	15,000 00	15,061.70
Track and roadway construction,		49,400.00	49,400.00
Electric line construction,	967.71	35,610.23	36,577.94
Real estate used in operation of road,		1,000.00	1,000.00
Buildings and fixtures used in operation of road,	83.40	3,235.87	3,319.27
Power plant equipment,		1,302 25	1,302.25
Shop tools and machinery,		800.00	800.00
Cars,	514.00	23,971.17	24,485.17
Electric equipment of cars,	470.00	24,716.00	25,186.00
Miscellaneous equipment,		823.20	823.20
Grand total,	\$2,096.81	\$156,562.19	\$158,659.00
Cost of construction and equipment per mile of road owned,			16,356.59

Statement in Detail of Additions to Construction and Equipment during the Year.

Electric Line Construction: Cost (wire and labor) stringing three miles No. 70 negative wire from the North schoolhouse, Farmington, to the car barns, Unionville,	\$967.71
Right of Way: Making a survey of the property through the woods over private right of way,	61.70
Buildings and Fixtures used in Operations: 3 new metal ventilators on buildings at Unionville,	83.40
Cars: One (1) set double trucks (Taylor's) and freight on same,	514.00
Electric Equipment of Cars: Four (4) second hand G. E. 800 armatures,	470.00
Total,	<u>\$2,096.81</u>

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$37,754.14	
Less operating expenses (excluding all taxes),	35,976.49	
Net earnings from operation,		\$1,777.65
Income from other sources, as follows, viz.:		
Advertising,	\$100.00	
Interest on deposit,	68.18 —	168.18
Gross income from all sources,		<u>\$1,945.83</u>
Deductions from income, as follows, viz.:		
Taxes, State,		780.74
Net income from all sources,		<u>\$1,165.09</u>
Total surplus for year ending June 30, 1903,		\$1,165.09

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:		
Cash fares,	\$37,083.20	
Chartered cars,	236.42	
From other sources:		
Freight,	181.80	
Express,	252.72	
Total gross earnings,		<u>\$37,754.14</u>

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures:		
Maintenance of track and roadway,	\$6,583.26	
Maintenance of electric line,	905.25	
Maintenance of buildings and fixtures,	111.14	
Equipment:		
Maintenance of cars,	4,028.36	
Maintenance of electrical equipment of cars,	1,397.93 —	\$13,025.94

TRANSPORTATION.

Operation of Power Plant:		
Hired power,		\$5,642.28
Operation of Cars:		
Wages of conductors,		3,775.60
Wages of motormen,		3,777.13
Wages of car house employees,		2,312.73
Car service supplies,		260.44
Miscellaneous car service expenses,		857.66
Cleaning and sanding track,		23.67
Removal of snow and ice,		269.66 — \$16,919.17

GENERAL.

Salaries of general officers,		\$2,199.92
Salaries of clerks,		1,249.98
Printing and stationery,		53.05
Miscellaneous office expenses,		392.59
Miscellaneous general expenses,		943.49
Damages,		41.75
Other legal expenses,		760.00
Rent of land and buildings,		50.00
Insurance,		340.60 — 6,081.38
Total operating expenses,		\$35,976.49

Operating cost, 95.29% of earnings (excluding taxes); operating cost, 97.36% of earnings (including taxes); operating cost, 17.29 cents per car mile (excluding taxes).

Cash Statement.

Receipts:		
Cash on hand June 30, 1903,		\$3,339.48
Gross earnings from operation,		37,754.14
Income from other sources,		168.18
Betterments,		3,834.92
		<u>\$45,096.72</u>
Disbursements:		
Operating expenses,		\$35,976.49
Materials and supplies,		3,090.33
Taxes,		780.74
Construction and equipment,		2,096.81
Cash on hand June 30, 1903,		3,152.35
		<u>\$45,096.72</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$156,562.19	Construction and equipment, .	\$158,659.00	\$2,096.81	.....
	Other permanent investments, as follows, viz.:			
31,500.00	Reserve capital,	31,500.00	.....	.....
3,339.48	Current assets, as follows, viz.:			
2,645.07	Cash on hand,	3,152.35	.....	\$187.13
289.13	Material and supplies on hand,	3,090.33	445.26	.....
	Accounts receivable,	315.13	26.00	.....
\$194,335.87	Total,	\$196,716.81	\$2,568.07	\$187.13

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$189,000.00	Capital stock,	\$189,000.00	.....	.....
	Current liabilities, as follows, viz.:			
3,181.08	Audited vouchers and accts.,	3,884.92	\$653.84	.....
2,154.79	Accrued liabilities:	3,881.89	1,727.10	.....
	Profit and loss,			
\$194,335.87	Total,	\$196,716.81	\$2,380.94	.....

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	327,823
Number of paying passengers per mile of main track operated, .	33,796
Passenger car mileage,	197,071
Chartered car mileage,	460
Freight and express car mileage,	10,575
Total car mileage,	208,106
Receipts per paying passenger, . . . . .	.1137
Receipts per total passengers carried, . . . . .	.1137
Maximum speed, miles per hour,	20
Average number of employees (including officials) during year, .	23
Aggregate amount of salaries and wages paid,	\$14,813.36
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Issue a ticket to Foote's Corner, 40 for \$1.00, good for six months. Issue a ticket to Park street (West Hartford), 40 for \$1.40, good for six months.	

	Number.
Car houses,	2
Steam railroad crossings over grade,	1

Characteristics of Road and Equipment.

Track.	Miles operated under trackage rights.	Total miles owned and operated.
Length of first main track,	4.3	9.7
Length of sidings and turnouts, . . . .	...	1.1
Total computed as single track, . . .	...	10.8

RAILS.

Name of, "T"; weight per yard, 56 lbs. ; all steel.

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed,	6	6	6	6	..	3	3	6
Open,	12	12	12	..	12	..	..	..
Express,	1	1	1	1	..	..	..	1
Freight,	3	..	..	..	..	..	..	..
Work,	1	1	1	1	..	..	..	..
S. Plows,	2	2	..	1	..	..	..	..
Total,	25	22	20	9	12	3	3	7

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors (5),	10	\$2.00
Motormen (6),	10	2.00
Roadmen (5),	10	1.60
Hostlers (2),	12	1.62½
Machinists and mechanics (2),	10	2.25

List of All Accidents during Year ended June 30, 1903.

Amount paid for injuries and damages caused by accidents :

Paid by the Company, \$41.75

Killed a cow on "Gin Still Hill" November 25, 1902, for which Company paid \$30.00.

Run into grocery wagon on Farmington avenue December 31, 1902, \$11.75.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

HENRY A. JAMES,
President.

EDWARD D. ROBBINS,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, August 18, 1903.

Then personally appeared the above-named Edward D. Robbins and made oath that the foregoing certificate, by him subscribed, is true.

Before me, WARREN D. CHASE,
Notary Public.

STATE OF NEW YORK, }
COUNTY OF } ss. August 21, A.D. 1903.

Then personally appeared the above-named Henry A. James and made oath that the foregoing certificate, by him subscribed, is true.

Before me, ARCHIBALD C. WEEKS,
Notary Public, Kings County.

Certificate Filed in N. Y. Co.

GREENWICH TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From —	To —				
Mill St. Bridge, East Port Chester, Conn.,	Sound Beach.	8.317	.322	8.639	Electricity

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, in- cluding sidings.	Cost con- struction.
\$600,000.00	\$300,000.00	\$284,000.00	\$59,122.41	\$74,444.08	\$451,281.23

Cost equipment.	Cost of con- struction and equip- ment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$154,708.60	\$72,861.58	\$54,260.33	\$46,419.20	\$5,581.24	\$.18474

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.
\$28,151.69	\$3,384.83	\$.11204	\$18,267.51	\$2,196.40	\$.07270

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
None.	\$11,216.60	\$2,215.76	\$36,067.09	\$34,143.32

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
251,274.766	928,384	111,625	3.69	30

History.

Name of company making this report: Greenwich Tramway Company.

Date of organization: December 23, 1895. Commenced operation, August 14, 1901.

Under laws of what state organized: Connecticut. Amendments (see Special Acts, 1893, 1895, 1897, 1899, 1901, 1903).

Corporate Name and Address of the Company.

Greenwich Tramway Company, Portchester, N. Y.

Officers of the Company.

Name.	Title.	Residence.
CHAS. A. SINGER,	President,	Larchmont, N. Y.
N. H. HEFT,	Vice-President,	Bridgeport, Conn.
G. STANLEY HEFT,	General Manager,	" "
G. STANLEY HEFT,	Treasurer,	" "
R. J. WALSH,	Secretary,	Greenwich, "
OSCAR M. MOULTON,	Superintendent,	Port Chester, N. Y.

Directors of the Company.

Name.	Residence.
CHAS. A. SINGER,	Larchmont, N. Y.
N. H. HEFT,	Bridgeport, Conn.
G. STANLEY HEFT,	" "
R. J. WALSH,	Greenwich, "
WILLIAM MURRAY,	Larchmont, N. Y.
JOHN DAYTON,	Greenwich, Conn.
WALTER TRUMBULL,	Boston, Mass.
WILLIAM L. WARD,	Port Chester, N. Y.
WILLIAM H. CAMPBELL,	Larchmont, "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	6,000	\$600,000.00	.....
Authorized by vote of Company,	3,000	300,000.00	.....
Issued for actual cash,	1,250	125,000.00	\$125,000.00
Issued on account construction,	1,750	175,000.00	.....
Total amount issued,	3,000	\$300,000.00	\$125,000.00

Grand total of Common and Preferred Stock now outstanding, \$300,000.00.

Amount of stock held in Connecticut, \$276,700.00.

Total number of stockholders, 9.

Total number of stockholders in State of Connecticut, 3.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1st mort., gold,	July 1, 1901	30	\$400,000.00	\$284,000.00	\$284,000.00	\$293,637.17

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$11,216 60

Per mile of single track owned, 8.317 miles, {	Capital stock issued,	\$36,067.09
	Funded debt issued,	34,143.32
	Total,	\$70,210.41

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Deductions during year.	Total cost to June 30, 1903.
Organization,	\$1,030.50	\$36,598.72		\$37,629.22
Engineering and superintendence,	4,385.45	17,338.75		21,724.20
Right of way,	4,000.00	43,100.00		47,100.00
Track and roadway construction,	60,653.43	139,133.62	\$1.23	199,787.05
Electric line construction,	18,999.35	43,826.74		62,826.09
Real estate used in operation of road,	6,256.00	13,900.00		20,156.00
Buildings and fixtures used in operation of road,	15,047.84	19,464.06		34,511.90
Power plant equipment,	24,050.00	32,000.00		56,050.00
Cars,	30,896.95	15,258.63		46,155.58
Electric equipment of cars,	32,171.53	19,440.02		51,611.55
Miscellaneous equipment,	891.47			891.47
Interest and discount,	1,633.55	20,413.22		22,046.77
Miscellaneous,	5,500.00			5,500.00
Grand Total,	\$205,516.07	\$400,473.76	\$1.23	\$605,989.83
Cost of construction and equipment per mile of road owned,				72,861.58

Statement in detail of Additions to Construction and Equipment during the year.

Expenses and amendments to charter and other organization accounts,	\$1,030.50
Surveying and laying out extension and balance of old accounts,	4,385.45
Part payments account of rails and laying nearly 3 miles of track,	60,653.43
Stringing trolley and feeder wire for same,	18,999.35
Purchase of land account new extension and one-half interest in property for car barn and office at Port Chester, N. Y.,	6,256.00
Part payments account one-half interest in car barn, office, and power house at Port Chester, N. Y.,	15,047.84
One-half interest account, engine, generator, and boilers in power house at Port Chester, N. Y.,	24,050.00
Part payments account 10 dbl. truck cars and 3 closed cars,	30,896.95
Equipments for 10 dbl. truck cars,	32,171.53
One sprinkler complete (except motors),	891.47
Interest on notes issued for construction,	1,633.55
Account legal expenses,	5,500.00
Right of way account new extension,	4,000.00
Total,	\$205,516.07

Income Account for the Year ending June 30, 1903.

Gross earnings from operation,	\$46,419.20	
Less operating expenses (excluding all taxes),	28,151.69	
Net earnings from operation,		\$18,267.51
Income from other sources as follows, viz.:		
Advertising,		188.16
Gross income from all sources,		\$18,455.67
Deductions from income as follows, viz.:		
Taxes, State,	2,215.76	
Interest on funded debt,	11,216.60	
		\$13,432.36
Net income from all sources,		\$5,023.31
Surplus for year ending June 30, 1902,		\$9,623.04
Credits to profit and loss account during the year :		
Account premium on bonds and interest received,	\$3,431.59	
Net amount credited to profit and loss,		\$3,431.59
Total surplus for year ending June 30, 1903,		\$18,077.94

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers :	
Cash fares,	\$46,295.85
Chartered cars,	123.35
Total gross earnings,	\$46,419.20

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures :	
Maintenance of track and roadway,	\$273.25
Maintenance of electric line,	530.10
Maintenance of buildings and fixtures,	134.17
Equipment :	
Maintenance of steam plant,	169.69
Maintenance of electric plant,	9.77
Maintenance of cars,	1,345.62
Maintenance of electric equipment of cars,	663.54
Maintenance of miscellaneous equipment,	79.81
Maintenance of park,	118.83
Miscellaneous shop expenses,	28.12—
	3,352.90

TRANSPORTATION.

Operation of Power Plant :

Power plant wages,	\$1,348.04
Fuel for power,	3,058.60
Water for power,	302.00
Lubricants and waste for power plant,	108.62
Miscellaneous supplies and expenses of power plant,	74.91

Operation of Cars :

Superintendence of transportation,	516.50
Wages of conductors,	11,626.89
Wages of other car service employees,	125.22
Wages of car house employees,	1,141.67
Car service supplies,	117.97
Miscellaneous car service expenses,	286.42
Cleaning and sanding track,	456.01
Removal of snow and ice,	95.36—
	\$19,258.21

GENERAL.

Salaries of general officers,	\$956.61
Salaries of clerks,	439.14
Printing and stationery,	67.91
Miscellaneous office expenses,	84.83
Advertising and attractions,	1,294.99
Miscellaneous general expenses,	854.88
Damages,	393.51
Legal expenses in connection with damages,	315.66
Insurance,	1,133.05—
	5,540.58
Total operating expenses,	\$28,151.69

Operating cost, $60\frac{6}{10}\%$ of earnings (excluding taxes); operating cost $65\frac{4}{10}\%$ of earnings (including taxes); operating cost, .11204 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$781.36
Gross earnings from operation,	46,419.20
Income from other sources,	188.16
Bills payable,	143,949.76
Sale of bonds,	134,000.00
Premium on same,	3,420.00
Interest received from same,	1,065.09
Interest on deposit account bonds,	204.90
Prepaid insurance,	1,133.05

\$331,161.52

Disbursements :

Operating expenses :		\$28,151.69
Taxes,		3,323.67
Interest,		12,475.00
Construction and equipment,		205,516.07
Bills payable,		42,944.61
Accounts receivable,		26,463.68
Insurance premiums,		1,918.00
Cash on hand June 30, 1903,		10,368.80
		<u>\$331,161.52</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$400,473.76	Construction and Equip- ment,	\$605,989.83	\$205,516.07	.....
	Current assets, as follows :			
781.36	Cash on hand,	10,368.80	9,587.44	.....
16,485.18	Bills receivable,	42,948.86	26,463.68	.....
.....	Prepaid insurance,	784.95	784.95	.....
.....	Prepaid taxes,	1,107.91	1,107.91	.....
\$417,740.30	Total,	\$661,200.35	\$243,460.05	.....

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$125,000.00	Capital Stock,	\$300,000.00	\$175,000.00	.....
150,000.00	Funded Debt,	284,000.00	134,000.00	.....
	Current Liabilities, as fol- lows :			
133,117.26	Loans and Notes Payable,	59,122.41	.....	\$73,994.55
9,623.04	Accrued Liabilities : Profit and Loss,	18,077.94	8,454.90	.....
\$417,740.30	Total,	\$661,200.35	\$317,454.90	\$73,991.85

Traffic, Mileage, and Miscellaneous Statistics.

Total number of paying passengers carried,	928,384
Number of paying passengers per mile of main track operated,	111,625
Passenger car mileage,	251,274.766
Total car mileage,	251,274.766
Receipts per paying passenger,	\$.05
Receipts per total passengers carried, . . . . .	.05
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	30
Aggregate amount of salaries and wages paid,	\$20,402.47

	Number.
Power houses,	1
Car houses,	1
Sprinkler,	1
Snow plow,	1
Steam railroad crossings over grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	8.317	8.317
Total miles owned,	8.317	8.317
Length of sidings and turnouts, . . . . .	.322	.322
Total computed as single track,	8.639	8.639

RAILS.

Name of, "T"; weight per yard, 80 lbs.; steel (miles of), 8.317; total, 8.317.
 Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Vitrified brick,	2½

Characteristics of Road and Equipment. — Continued.

CARS, ETC.

	Total number.	* Equipped with motors.	Vestibule full.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed cars, .	6	..	6	..	..	3
Open cars, .	20	20	..	10	10	..
Snow plows,	1	1	..	..	..	..
Total, .	27	21	6	10	10	3

* Equipments are changed over from closed to open cars in Summer season.

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.00
Motormen,	10	2.00
Starters,	12	2.40
Watchmen,	10	1.50
Engineers,	12	3.21 and 2.51
Firemen,	12	2.14
Electricians,	10	2.25
Machinists and mechanics,	10	2.00 and 1.75

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

CHARLES A. SINGER,
President.

G. STANLEY HEFT,
Treasurer.

STATE OF CONNECTICUT, }
FAIRFIELD COUNTY, } ss.

Tuesday, Sept. 15, 1903.

Then personally appeared the above-named Charles A. Singer, President, and G. Stanley Heft, Treasurer, of the Greenwich Tramway Co., and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WILLIAM G. YOUNG,
Notary Public, Greenwich, Conn.

HARTFORD, MANCHESTER & ROCKVILLE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Burnside	Manchester Center.	6.130	.165	6.295	Electricity
Love Lane	Rockville.	10.767	.275	11.042	
Total,		16.897	.44	17.337	.....

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$500,000.00	\$300,000.00	\$200,000.00	.....	\$28,840.05	\$390,857.79

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$177,503.88	\$33,636.84	\$23,131.79	\$132,261.64	\$7,475.79

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.2778	\$118,758.84	\$6,712.57	.249	\$13,502.80

Net earnings per mile operated.	Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$763.21	\$.028	\$10,453.62	\$6,535.29	\$17,754.63	\$11,836.42

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
475,958.5	1,309,044	64,089	2.51	75

Accidents.

	Killed.	Injured.
Passengers, . . . . .	..	15
Employees,	1	2
Total,	1	17

History.

Name of company making this report : Hartford, Manchester & Rockville
Tramway Company.

Date of organization : June 6, 1894.

Under laws of what state organized : Connecticut.

Corporate Name and Address of the Company.

The Hartford, Manchester & Rockville Tramway Co., South Manchester, Conn.

Officers of the Company.

Name.	Title.	Residence.
M. S. CHAPMAN,	President,	South Manchester, Conn.
RICHARD O. CHENEY,	Vice-President,	" "
RICHARD O. CHENEY,	Treasurer,	" "
CHARLES SLOAN,	Secretary,	Hartford, Conn.
J. L. ADAMS,	Superintendent,	South Manchester, Conn.

Directors of the Company.

Name.	Residence.
M. S. CHAPMAN,	South Manchester, Conn.
R. O. CHENEY,	" "
M. S. BRADLEY,	" "
A. N. MAYO,	Springfield, Mass.
CHARLES T. WELLES,	Hartford, Conn.
CHARLES SLOAN,	" "
W. H. CHAPMAN,	New York, N. Y.

Capital Stock.

	COMMON.	
	No. of Shares.	Total par value.
Authorized by charter,	5,000	\$500,000.00
Authorized by vote of Company,	3,000	300,000.00
To contractors as cash,	3,000	300,000.00
Total amount issued,	3,000	\$300,000.00

Grand total of common and preferred stock now outstanding, \$300,000.00.

Amount of stock held in Connecticut, \$263,900.00.

Total number of stockholders, 13.

Total number of stockholders in State of Connecticut, 11.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
\$1,000 gold b'ds.	Oct. 1, 1894	30	\$300,000.00	\$200,000.00	\$200,000.00	\$200,000.00

Funded Debt. — Continued.

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	April 1st and October 1st.	\$10,000.00

Per mile of single track owned, 16.897 miles, {	Capital stock issued,	\$17,754.63
	Funded debt issued,	11,836.42
Total,		\$29,591.05

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Engineering and superintendence,	\$21.25		\$21.25
Track and roadway construction,	10.00	\$362,878.79	362,888.79
Electric line construction,	1.80	3,923.94	3,925.74
Real estate used in operation of road,		2,493.81	2,493.81
Buildings and fixtures used in operation of road,	75.10	21,453.10	21,528.20
Power plant equipment, . . . . .	.50	90,289.68	90,290.18
Shop tools and machinery,	10.93	2,194.63	2,205.56
Cars,	1,755.46	78,567.33	80,322.79
Electric equipment of cars,	58.47		58.47
Miscellaneous equipment,		3,330.00	3,330.00
Fenders and sundry equipment of cars,		1,296.88	1,296.88
Grand total,	\$1,933.51	\$566,428.16	\$568,361.67
Cost of construction and equipment per mile of road owned,			33,636.84

Statement in Detail of Additions to Construction and Equipment during the Year.

Engineer's service,	\$21.25
Inlet to storm sewer,	10.00
Small line material for new siding,	1.80
Expense of new instruments for power station, . . . . .	.50
Small tools,	10.93
Two second-hand cars,	1,755.46
Trolley bases and wiring for second-hand cars,	58.47
Small waiting station,	75.10
Total,	\$1,933.51

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$132,261.64	
Less operating expenses (excluding all taxes),	118,758.84	
Net earnings from operation,		\$13,502.80
Income from other sources as follows, viz.:		
Advertising,	\$446.88	
Interest and dividends on securities owned,	321.17	
Miscellaneous,	26.93—	\$794.98
Gross income from all sources,		\$14,297.78
Deductions from income as follows, viz.:		
Taxes, state,	\$6,535.29	
Interest on funded debt,	10,000.00	
Interest on floating debt,	453.62	
		\$16,988.91
Deficit for year ending June 30, 1902,		\$2,691.13
Total deficit for year ending June 30, 1903,		\$2,691.13

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers :		
Cash fares,	\$113,395.71	
Ticket fares,	5,819.65	
Chartered cars,	1,203.76	
From other sources :		
Mail,	934.31	
Express,	2,547.91	
Sale of power,	7,745.61	
Park receipts,	614.69	
Total gross earnings,		\$132,261.64

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures :		
Maintenance of track and roadway,	\$9,415.22	
Maintenance of buildings and fixtures,	96.66	
Equipment :		
Maintenance of steam plant,	577.64	
Maintenance of electric plant,	157.77	
Maintenance of cars,	6,710.35	
Maintenance of electrical equipment of cars,	5,919.07	
Maintenance of miscellaneous equipment,	27.31	
Miscellaneous shop expenses,	36.63—	\$22,940.65

TRANSPORTATION.

Operation of Power Plant :

Power plant wages,	\$6,500.38
Fuel for power,	16,515.57
Lubricants and waste for power plant,	687.42
Miscellaneous supplies and expenses of power plant,	268.00

Operation of Cars :

Wages of conductors,	10,153.72
Wages of motormen,	13,862.87
Wages of other car service employees,	1,701.62
Wages of car house employees,	1,912.00
Car service supplies,	518.77
Miscellaneous car service expenses,	701.77
Cleaning and sanding track,	1,159.31
Removal of snow and ice,	557.58 — \$54,539.01

GENERAL.

Salaries of general officers,	\$23,719.98
Salaries of clerks,	1,548.47
Printing and stationery,	316.20
Miscellaneous office expenses,	80.32
Advertising and attractions,	6,512.45
Miscellaneous general expenses,	615.76
Damages,	5,805.00
Legal expenses in connection with damages,	449.00
Other legal expenses,	120.00
Rent of land and buildings,	5.00
Rent of tracks and terminals,	700.00
Insurance,	1,407.00 — \$41,279.18
Total operating expenses,	\$118,758.84

Operating cost, .8979% of earnings (excluding taxes); operating cost, .9473% of earnings (including taxes); operating cost, \$.2495 per car mile (excluding taxes); operating cost, \$.3.10 per car hour (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	\$8,322.68
Gross earnings from operation,	132,261.64
Income from other sources,	794.98
Accounts receivable, last report,	2,846.57
Accounts payable, this date,	6,423.22
Material,	206.43
	<u>\$150,855.52</u>

Disbursements:

Operating expenses,	\$118,758.84
Taxes,	6,535.29
Interest,	10,453.62
Construction and equipment,	1,933.51
Bills payable,	7,000.00
Accounts receivable, this date,	3,070.67
Accounts payable, last report,	2,342.44
Cash on hand June 30, 1903,	761.15
	<u>\$150,855.52</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$566,428.16	Construction and Equipm't,	\$568,361.67	\$1,933.51	.....
	Current assets, as follows:			
8,322.68	Cash on hand,	761.15	.....	\$7,561.53
2,099.53	Material and supplies on hand,	1,893.10	.....	206.43
2,846.57	Accounts receivable,	3,070.67	224.10	.....
\$579,696.94	Total,	\$574,086.59	\$2,157.61	\$7,767.96

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$300,000.00	Capital Stock,	\$300,000.00	.....	.....
200,000.00	Funded Debt,	200,000.00	.....	.....
	Current Liabilities, as fol- lows:			
7,000.00	Loans and notes payable, . . . . .	.....	.....	\$7,000.00
2,342.44	Audited vouchers and ac- counts,	6,423.22	\$4,080.78	.....
	Accrued Liabilities:			
2,500.00	Interest accrued and not yet due,	2,500.00	.....	.....
67,854.50	Profit and loss,	65,163.37	.....	2,691.13
\$579,696.94	Grand Total,	\$574,086.59	\$4,080.78	\$9,691.13

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,133,858
Number of transfer passengers carried,	175,186
Total number passengers carried,	1,309,044
Number of paying passengers per mile of main track operated,	64,089
Number of transfer points,	2
Passenger car mileage,	451,461.8
Chartered "	2,748.1
Freight and express car mileage,	21,748.6
Total car mileage,	475,958.5
Receipt per paying passenger,	\$0.1062
Receipt per total passengers carried,	\$0.0919
Maximum speed, miles per hour,	16
Average number of employees (including officials) during year,	75
Aggregate amount of salaries and wages paid,	\$77,482.64

State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Commutation tickets in form of coupon books are sold at half regular rates. Scholars' tickets in strips of ten coupons each are sold at three-fifths regular rates.

	Number,
Power houses,	1
Car houses,	1
Number of vehicles, tower wagons,	1
Steam railroad crossings under grade,	3

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Total miles operated.
Length of first main track,	16.897	.795	17.692
Length of sidings and turnouts, . . . . .	.44	....	.44
Total computed as single track,	17.337	.795	18.132

Characteristics of Road and Equipment.—Continued.

RAILS.

Name of rails, "T"; weight per yard, 56 lbs.; steel, 16.897 miles.

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block, . . . . .	.14
Macadam, . . . . .	.814
Total, . . . . .	.954

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed, .	15	13	30	15	1	1	15
Open, .	21	21	42	..	..	..	..
Express, .	1	1	2	1	..	..	1
Work, .	2	..	..	..	..	..	..
Snow plows,	2	2	..	..	..	..	..
Total, .	41	37	74	16	1	1	16

Employees.	Number.	Average number of hours on duty per day.	Wages per day.
Conductors,	18	9	\$1.75 to \$2.00
Motormen,	31	9	1.75 to 2.00
Starters,	2	10	2.25 to 2.50
Watchmen,	1	12	2.00
Roadmen,	10	10	1.50
Linemen,	1	10	2.25
Engineers,	3	8	2.25 to 3.50
Firemen,	3	8	2.00
Machinists and mechanics,	1	10	2.50

List of all Accidents during Year ended June 30, 1903.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	8	..	7	..	15
Employees,	2	1	..	1	2
Total,	10	1	7	1	17

Amount paid for injuries and damages caused by accidents:

Paid by the Company, \$5,805.00

List of Accidents.

July 4, 1902. Rear-end collision near station 97, Vernon. F. Louise Hamilton had back strained.

September 1, 1902. Rear-end collision at foot of Wickham Hill. Cora Snyder and Lizzie Wood badly bruised. Motorman T. N. Mendhiser, knee injured.

September 24, 1902. Head-on collision near Dobsonville. W. A. Holmes, knee injured; D. P. Griswold, injury to back; Mrs. Mary K. Coville and Mrs. E. A. Kuhnly, badly bruised; Motorman William Treat had knee injured.

January 22, 1903. Mr. Nelson stepped from moving car at station 17, South Manchester. Slightly bruised.

March 31, 1903. Henry Dictear stepped from moving car at Church corner, East Hartford. Face and hands scratched.

April 5, 1903. Intoxicated man, name unknown, stepped or fell from moving car at station 15, East Hartford. Side of face bruised.

May 3, 1903. Mr. Aspinwall stepped from moving car at station 22, South Manchester. Slightly bruised and shaken.

May 17, 1903. Mrs. Harrington was thrown to ground while getting off an open car at station K, Manchester. Back strained.

May 18, 1903. Unknown Italian stepped from car going at full speed at station 4½, East Hartford. Fell on face, but only slightly bruised and scratched.

May 30, 1903. William F. Tourtellott fell from stationary car at station 4, Burnside. Back slightly strained.

June 12, 1903. F. Walter Snow, line foreman, killed instantly at Burnside. Was working on guy wire which became crossed with live wire of the Hartford Light and Power Company.

June 26, 1903. Edw. Meehan jumped from car going at full speed at station 61, Manchester. Back strained and hip bruised.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

MARO S. CHAPMAN,
President.

RICHARD O. CHENEY,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

SOUTH MANCHESTER, Sept. 15, 1903.

Then personally appeared the above-named Maro S. Chapman, President, and Richard O. Cheney, Treasurer, of The Hartford, Manchester & Rockville Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

G. L. HUGENTOBLE,
Notary Public

HARTFORD & SPRINGFIELD STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
State Line	East Windsor Hill.	13.000	2.310	15.310	Electricity.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including siding.	Cost construction.
\$500,000.00	\$400,000.00	\$456,000.00	\$48,643.20	\$59,088.38	\$582,679.96

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$306,773.73	\$68,419.51	\$44,821.53	\$71,202.21	\$5,477 09

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.2257	\$43,824.58	\$3,371.12	.1389	\$27,377.63

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903. — Continued.**

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$2,105.97	.0868	\$8,000.00	\$22,070.72	\$6,900.00	\$30,769.23

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
\$35,076.92	315,364	1,311,597	95,238.69	3.92	45

Accidents.

	Injured.
Passengers, . . . . .	..
Employees, . . . . .	..
Other persons,	1
Total,	1

History.

Name of company making this report: Hartford & Springfield St. Railway Co.

Date of organization: February 11, 1895.

Under laws of what State organized: Connecticut.

If a consolidated company, name the constituent companies: Owns all the property and franchises of East Windsor Street Railway Co.

Corporate Name and Address of the Company.

The Hartford & Springfield Street Railway Company, Warehouse Point, Conn., Treasurer's office, 53 State Street, Boston, Mass.

Officers of the Company.

Name.	Title.	Residence.
PHILIP L. SALTONSTALL,	President,	Boston, Mass.
CHAUNCEY ELDRIDGE,	Treasurer,	“ “
ARTHUR PERKINS,	Secretary,	Hartford, Conn.
H. S. NEWTON,	Superintendent,	Warehouse Point, Conn.

Directors of the Company.

Name.	Residence.
PHILIP L. SALTONSTALL,	Boston, Mass.
CHAUNCEY ELDRIDGE,	" "
S. REED ANTHONY,	" "
ARTHUR PERKINS,	Hartford, Conn.
FRANCIS R. COOLEY,	" "
LYMAN A. UPSON,	Thompsonville, Conn.
LEWIS SPERRY,	Hartford, Conn.

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total per value.		Rate.	Amount.
Authorized by charter,	5,000	\$500,000.00			
Authorized by vote of company,	4,000	400,000.00			
Issued for actual cash,	4,000	400,000.00	\$400,000.00	2	\$8,000.00
Total amount issued,	4,000	\$400,000.00	\$400,000.00	...	\$8,000.00

Grand total of Common and Preferred Stock now outstanding, \$400,000.00.

Amount of stock held in Connecticut, \$16,600.00.

Total number of Stockholders, 80.

Total number of Stockholders in State of Connecticut, 11.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First Mortgage,	July 1, 1901	20	\$600,000	\$456,000	\$456,000	\$456,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$21,400.00

Per mile of single track owned, 13 miles, { Capital stock issued, \$30,769.23
 { Funded debt issued, 35,076.92

Total, . . . \$65,846.15

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Track and roadway construction,	\$24,265.91	\$437,292.69	\$461,558.60
Electric line construction,	2,311.59	80,195.88	82,507.47
Real estate used in operation of road,	3,613.89	35,000.00	38,613.89
Buildings and fixtures used in operation of road,			
Power plant equipment,	372.75	120,007.50	120,380.25
Cars,	43,370.48	143,023.00	186,393.48
Electric equipment of cars,			
Grand total,	\$73,934.62	\$815,519.07	\$889,453.69
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	68,419.51

Statement in Detail of Additions to Construction and Equipment during the Year.

Addition of 1.837 miles of track,	\$24,265.91
Addition of 1.837 miles of line construction,	2,311.59
Addition to car barn, etc.,	3,613.89
Addition to power station,	372.75
Additional cars (4) and equipment,	43,370.48
Total,	\$73,934.62

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$71,202.21	
Less operating expenses (excluding all taxes),	43,824.58	
Net earnings from operation,		\$27,377.63
Income from other sources as follows, viz.:		
Rent of tracks and terminals,	\$172.40	
Miscellaneous,	919.45—	\$1,091.85
Gross income from all sources,		\$28,469.48
Deductions from income as follows, viz.:		
Taxes, State,	\$6,900.00	
Interest on funded debt,	21,400.00	
Interest on floating debt,	670.72—	\$28,970.72
Net deficit from all sources,		\$501.24
Payments from net income as follows, viz.:		
Dividends declared, 2 per cent. on \$400,000 common stock,	\$8,000.00—	\$8,000.00
Deficit for year ending June 30, 1903,		\$8,501.24

Income Account for Year ending June 30, 1903.—Continued.

Credits to profit and loss account during the year :

From old construction account,	.	.	\$75.00
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Debits to profit and loss account during the year
(specifying same):

Com. on sale of \$56,000.00 bonds,	\$1,120.00	.	
Total debits,	.	.	\$1,120.00
Net amount debited to profit and loss,	.		\$1,045.00
Total deficit for year ending June 30, 1903,			\$9,546.24

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:

Cash fares,	}	\$62,784.45
Ticket fares,	.	.	.	.
Chartered cars,	.	.	.	.

From other sources:

Transfers,	6,478.87
Sale of power,	1,938.89

Total gross earnings,	.	.		\$71,202.21
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Operating Expense Accounts.**MAINTENANCE.**

Way and Structures:

Maintenance of track and roadway,	.	.	\$1,148.03
Maintenance of electric line,	.	.	808.50
Maintenance of buildings and fixtures,	.	.	237.40

Equipment:

Maintenance of steam plant,	.	.	.	345.73
Maintenance of electric plant,	.	.	.	40.15
Maintenance of cars,	.	.	.	2,963.61
Maintenance of electrical equipment of cars,	.			2,026.04 — 7,569.46

TRANSPORTATION.

Operation of power plant:

Power plant wages,	.	.	.	4,041.10
Fuel for power,	.	.	.	10,663.61
Water for power,	.	.	.	114.67
Lubricants and waste for power plant,	.	.	.	557.41

Operation of Cars:

Wages of conductors,	.	.	.	}	9,967.05
Wages of motormen,	.	.	.		
Wages of other employees,	.	.	.		3,557.54
Car service supplies,	.	.	.		534.28
Removal of snow and ice,	.	.	.	401.90 —	29,837.56

GENERAL.				
Salaries of general officers,	.	.	.	999.96
Printing and stationery,	.	.	.	278.10
Miscellaneous general expenses,	.	.	.	1,495.51
Damages,	.	.	.	5.00
Insurance,	.	.	.	3,638.99
Total operating expenses,				\$43,824.58

Operating cost, 61.54% of earnings (excluding taxes); operating cost, 71.24% of earnings (including taxes); operating cost, .1389 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	.	.	.	.	\$17.37
Gross earnings from operation,	.	.	.	.	71,202.21
Income from other sources,	.	.	.	.	1,091.85
Bills payable,	.	.	.	.	61,179.66
Bills receivable (last report),	.	.	.	.	641.62
Sale of bonds,	.	.	.	.	56,000.00
					\$190,132.71

Disbursements:

Operating expenses,	.	.	.	.	\$43,824.58
Materials and supplies,	.	.	.	.	5,736.58
Taxes,	.	.	.	.	6,900.00
Interest,	.	.	.	.	22,070.72
Dividends,	.	.	.	.	8,000.00
Construction and equipment,	.	.	.	.	73,934.62
Bills payable (last report),	.	.	.	.	23,458.83
Bills receivable,	.	.	.	.	4,726.39
Profit and loss debits,	.	.	.	.	1,045.00
Cash on hand June 30, 1903,	.	.	.	.	435.99
					\$190,132.71

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$815,519.07	Construction & equipm't,	\$889,453.69	\$73,934.62	.....
	Current assets as follows:			
17.37	Cash on hand,	435.99	418.62	.....
641.62	Bills receivable,	3,916.05	3,274.43	.....
	Prepaid insurance,	810.34	810.34	.....
	Material and supplies on hand,	5,736.58	5,736.58	.....
	Miscellaneous:			
5,000.00	Investment (500 shares East Windsor Elec. Ry. Co.'s stock),	5,000.00	.....	.....
2,280.77	Profit and loss,	11,827.01	9,546.24	.....
\$823,458.83	Total,	\$917,179.66	\$93,720.83	.....

Comparative General Balance Sheet.—Continued.

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$400,000.00	Capital Stock, . . .	\$400,000.00	.....	.....
400,000.00	Funded Debt, . . .	456,000.00	\$56,000.00	.....
20,000.00	Cur't liabilities, as follows:			
2,060.68	Loans & notes payable, . . .	48,643.20	28,643.20	.....
	Mis. current liabilities, . . .	9,981.76	7,921.08	.....
	Accrued liabilities:			
482.70	Taxes accrued and not yet due, . . .	1,982.70	1,500.00	.....
915.45	Mis. accrued liabilities, . . .	572.00	.....	\$343.45
\$823,458.83	Total, . . .	\$917,179.66	\$94,064.28	\$343.45

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,238,103
Number of transfer passengers carried,	259,146
Total number passengers carried,	1,311,597
Number of paying passengers per mile of main track operated,	95,238.69
Number of transfer points,	2
Passenger car mileage,	315,364
Chartered " " }	
Freight and express car mileage, }	
Total car mileage,	
Receipts per paying passenger,	.057
Receipts per total passengers carried,	.054
Maximum speed, miles per hour,	13
Average number of employees (including officials) during year,	45
Aggregate amount of salaries and wages paid,	\$37,576.61
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold : School tickets, \$2.50 per 100.	
Power houses,	1
Car houses,	2
Number of vehicles,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	13.000	13.000
Length of sidings and turnouts,	2.310	2.310
Total computed as single track,	15.310	15.310

Characteristics of Road and Equipment. — Continued.

RAILS.

Name of, "T"; weight per yard, 56, 60, and 70 lbs.; steel (miles of), 15.310 ; total, 15,310.

PAVING.

Macadam, Miles.
1

CARS, ETC.

	Total Number.	Equipped with motors.	Fenders, No. of.	Vestibule, full.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed cars,	11	3	16	11	8	8	11
Open cars,	19	17	14	.....	14	14	.....
Freight cars,	1	.....	.....	.....	.....	.....	.....
Work cars,	2	1	.....	.....	.....	.....	.....
Snow plows,	2	2	.....	.....	1	.....	.....
Total,	35	23	30	11	23	22	11

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9.4	\$2.00
Motormen,	9.4	2.00
Starters,	12	2.50
Watchmen,	12	1.80
Switchmen,	10	1.35
Roadmen,	10	2.50
Linemen,	10	2.25
Engineers,	12	2.75
Firemen,	12	1.75
Electricians,	10	2.15
Machinists and mechanics,	10	1.75

List of all Accidents during Year ended June 30, 1903.

Cause and Nature of Injury.	FROM THEIR OWN MISCON- DUCT OR CARE- LESSNESS.
	Injured.
Employees, . . . . .	..
Other persons,	1
Total,	1

Statement of Each Accident in Detail.

August 2, 1902. Man in carriage hit at Ellis curve, Warehouse Point, by car and thrown out, sustaining cuts about face.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

PHILIP L. SALTONSTALL,
President.

CHAUNCEY ELDREDGE,
Treasurer.

STATE OF MASSACHUSETTS, }
SUFFOLK COUNTY, } ss.

Boston, September 8, 1903.

Then personally appeared the above-named Philip L. Saltonstall and Chauncey Eldredge, and severally made oath that the foregoing certificate, by them subscribed, is true. Before me,

DANIEL P. SNOW,
Justice of the Peace.

Commission expires April, 1904.

HARTFORD STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Wethersfield	Rainbow.	23.542	.670	24.212	Electricity.
Capen St. & Wind. Av.	Keney Park.	1.200	.046	1.246	
Tunnel	St. Benedict's.	4.600	.145	4.745	
City Hall	West Hartford.	5.552	.232	5.784	
Asylum & Farm. Av.	Asylum & Woodland.	1.115	.053	1.168	
Asylum & Garden Sts.	Ashley & Woodland.	1.062	.152	1.214	
Asylum & Ford Sts.	Park & Lafayette.	.817	....	.817
Capitol	Laurel & Park.	1.754	.052	1.806	
Park & Main Sts.	Golf Club.	4.161	.178	4.339	
Park & Broad Sts.	Vernon & Retreat.	.842	.070	.912	
Park & Zion Sts.	Stone Pits.	1.206	.045	1.251	
Park & N. Park Ave.	Charter Oak Park.	1.590	....	1.590
Main & Charter Oak.	Wehassett Street.	.743	.086	.829	
Park & Main Sts.	Newington Church.	8.533	.622	9.155	
Retreat & Maple Aves.	Jordan Lane.	4.497	.037	4.534	
Stone Pits	Cedar Hill.	1.071	....	1.071
Atwood's Corner	Elmwood.	1.417	....	1.417
Main & Morgan Sts.	Silver Lane, E. Hfd.	3.599	.052	3.651	
Church Cor., E. Hfd.	East Windsor Hill.	7.471	.317	7.788	
Ford & Pearl Sts.	City Hall.	.819	....	.819
Morgan & Market Sts.	State Street.	.256	....	.256
Total,		75.847	2.757	78.604	

Capital authorized by charter.	Stock issued.	Bonds issued.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.
\$2,000,000.00	\$1,000,000.00	\$2,615,000.00	\$38,013.82	\$2,948,765.19	\$900,637.59

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903. — Continued.**

Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$50,752.20	\$32,253.02	\$807,856.53	\$8,836.18	.186

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$568,535.64	\$6,218.53	.131	\$239,320.89	\$2,617.65

Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
.055	\$60,000.00	\$111,677.22	\$42,400.94	\$13,184.43	\$34,477.30

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
4,334,160	19,643,073	176,588	3.72	638

Accidents.

	Killed.	Injured.
Passengers, . . . . .	..	43
Employees,	1	..
Other persons,	1	31
Total,	2	74

History.

Name of company making this report : Hartford Street Railway Co.

Date of organization : July 1, 1862, as the Hartford & Wethersfield Horse Railway Company; changed to Hartford Street Railway Company October 4, 1893.

Under laws of what state organized : Connecticut.

Corporate Name and Address of the Company.

Hartford Street Railway Company, 111-117 State Street, Hartford, Conn.

Officers of the Company.

Name.	Title.	Residence.
E. S. GOODRICH,	President,	Hartford, Conn.
SAMUEL G. DUNHAM,	Vice-President,	" "
NORMAN MCD. CRAWFORD,	General Manager,	" "
DANIEL R. HOWE,	Treasurer,	" "
DANIEL R. HOWE,	Secretary,	" "
FRANK CAUM,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
JAMES J. GOODWIN,	New York, N. Y.
CHARLES L. LINCOLN,	Hartford, Conn.
DANIEL R. HOWE,	" "
ATWOOD COLLINS,	" "
SAMUEL G. DUNHAM,	" "
GEORGE E. TAINTOR,	" "
APPLETON R. HILLYER,	" "
E. S. GOODRICH,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter, .	20,000	\$2,000,000.00	.....	.....	.....
Authorized by vote of Co.,	10,000	1,000,000.00	.....	.....	.....
Issued for actual cash, .	10,000	1,000,000.00	\$1,000,000.00	6%	\$60,000.00
Total amount issued,	10,000	\$1,000,000.00	.....	.....	.....

Grand Total of Common Stock now outstanding, \$1,000,000.00. Amount of stock held in Connecticut, \$814,500.00. Total number of Stockholders, 158. Total number of Stockholders in State of Connecticut, 137.

Funded Debt.

Description mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
Mtge. Bonds, gold,	S'pt. 1, 1900	} 30	\$3,000,000	\$2,500,000	\$2,500,000	\$2,576,897.50
Debenture Bonds,	Jan. 12 Apr. 27 1903		115,000	115,000	115,000	115,000.00
Total, . . .	.....	.....	\$3,115,000	\$2,615,000	\$2,615,000	\$2,691,897.50

Funded Debt.—Continued.

INTEREST.

Rate.	When payable.	Amount accrued during year.
4 per cent. “	March and September. “	\$100,000.00 1,433.32
Total, . . .	.....	\$101,433.32

Per mile of single track owned, 75.847 miles, }	Capital stock issued,	\$13,184.43
	Funded debt issued,	34,477.30
Total, . . .		\$47,661.73

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Deductions during year.	Total cost to June 30, 1903.
Engineering and superintendence,	\$3,847.34	\$45,927.69	.....	\$49,775.03
Track and roadway construction,	112,284.78	1,705,288.14	.....	1,817,572.92
Electric line construction,	2,151.05	345,847.57	.....	347,998.62
Real estate used in operation of road, . . . . .	.....	211,372.34	\$100.00	211,272.34
Buildings and fixtures used in operation of road,	79,416.22	415,662.13	.....	495,078.35
Investment real estate,	12,584.75	14,483.18	.....	27,067.93
Power plant equipment,	25,992.41	139,273.37	.....	165,265.78
Shop tools and machinery,	1.94	11,023.84	.....	11,025.78
Cars,	1,398.66	420,295.67	.....	421,694.33
Electric equipment of cars,	1,009.20	280,860.79	.....	281,869.99
Miscellaneous equipment, . . . . .	.....	21,063.48	281.77	20,781.71
Grand total,	\$238,304.58	\$3,611,098.20	\$381.77	\$3,849,402.78
Cost of construct'n and equip- ment per mile of road owned, . . . . .	.....	.....	.....	50,752.20

Statement in Detail of Additions to Construction and Equipment during the Year.

Track and Roadway Construction: Relaying 11,525.8 feet track on Main St. with 107 lb. Groove rail in concrete girder 22 x 24 inches, sub-drained and paved with sheet asphalt and wood blocks.

Shifting tracks on Zion St. 2,500 feet.

Special work at Wethersfield Ave. Car Barn.

Macadam at Windsor Center.

Payment to Conn. River Bridge and Highway District Commission on account of new bridge to be built across the Connecticut River at Hartford.

Electric Line Construction: Bonding new tracks on Main St. with 0000 flexible bonds, 11,525.8.

Buildings and Fixtures: New Brick Car Barn and Office Building on Wethersfield Ave. 250 by 125 feet. Car Barn has capacity for 70 cars.

Addition to Power Station on Commerce St. for new engine to be installed October, 1903, including 10-foot concrete tunnel 200 feet long for Condenser pipes.

Electric Elevator at State St. Car Barn and Office.

Investment Real Estate: Washington St. property.

Power Plant Equipment: Concrete foundation for and payment on account of New Engine and Generator 1,500 H. P.

Cars: Wason Plows on 30 double truck cars.

Electric Equipment Cars: 1 equipment.

Total,	\$238,304.58
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Income Account for Year ending June 30, 1903.

Gross earnings from operation,	.	.	.	\$807,856.53	
Less operating expenses (excluding all taxes),				568,535.64	
Net earnings from operation,	.	.	.		\$239,320.89
Income from other sources as follows, viz.:					
Advertising,	.	.	.	3,406.25	
Rent of land and buildings,	.	.	.	1,473.83	
Interest on deposits,	.	.	.	1,061.96—	5,942.04
Gross income from all sources,	.	.	.		\$245,262.93
Deductions from income as follows:					
Taxes	{	On property not used in operation of			
		road,	.	183.18	
		State,	.	42,400.94	
		Other than above, city, 2%,	.	10,904.32	
Interest on funded debt,	.	.	.	111,433.33	
Interest on real estate mortgages,	.	.	.	75.00	
Interest on floating debt,	.	.	.	168.89—	165,165.66
Net income from all sources,	.	.	.		\$80,097.27
Payments from net income as follows, viz.:					
4 dividends declared 1½% on \$1,000,000.00 common stock,	.	.	.		60,000.00
Total surplus for year ending June 30, 1903,	.				\$20,097.27

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From Passengers :

Cash fares,	\$761,396.78
Ticket fares,	27,702.33
Chartered cars,	1,638.20

From other sources :

Mail,	1,376.47
Freight,	10,267.38
Express,	3,030.14
Sale of power,	2,445.23

Total gross earnings,	<hr/>	\$807,856.53
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Operating Expense Accounts.

MAINTENANCE.

Way and Structures :

Maintenance of track and roadway,	\$39,689.95
Maintenance of electric line,	13,500.00
Maintenance of buildings and fixtures,	5,611.69

Equipment :

Maintenance of steam plant,	3,798.82
Maintenance of electric plant,	1,420.94
Maintenance of cars,	34,899.44
Maintenance of electrical equipment of cars,	20,859.48
Maintenance of miscellaneous equipment,	3,473.12
Miscellaneous shop expenses,	9,378.21— \$132,631.65

TRANSPORTATION.

Operation of Power Plant :

Power plant wages,	22,376.72
Fuel for power,	79,322.56
Lubricants and waste for power plant,	1,646.13
Miscellaneous supplies and expenses of power plant,	2,528.06

Operation of Cars :

Superintendence of transportation,	10,364.92
Wages of conductors,	99,126.72
Wages of motormen,	103,429.60
Wages of other car service employees,	4,388.00
Wages of car house employees,	16,800.76
Car service supplies,	3,771.73
Miscellaneous car service expenses,	10,751.00
Cleaning and sanding track,	12,902.05
Removal of snow and ice,	7,198.56— \$374,606.81

GENERAL.

Salaries of general officers,	\$19,889.88	
Salaries of clerks,	7,962.63	
Printing and stationery,	479.87	
Miscellaneous office expenses,	2,727.77	
Store room expenses,	2,528.37	
Stable expenses,	5,300.08	
Advertising and attractions,	3,584.50	
Miscellaneous general expenses,	3,406.70	
Damages,	5,309.14	
Legal expenses in connection with damages,	1,007.36	
Other legal expenses,	1,302.79	
Insurance,	7,798.09—	\$61,297.18
Total operating expenses,		568,535.64

Operating cost, 70.37% of earnings (excluding taxes); operating cost, 76.99% of earnings (including taxes); operating cost, .131 cents per car mile (excluding taxes); operating cost, 1.09 cents per car hour (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$148,400.13
Gross receipts from operation,	807,597.05
Income from other sources,	5,942.04
Bills payable,	20,000.00
Accounts receivable,	8,705.97
Debenture Bonds,	115,000.00
	<u>\$1,105,645.19</u>

Disbursements :

Operating expenses,	\$450,040.55
Materials and supplies,	123,714.53
Taxes,	51,653.03
Interest,	110,230.56
Dividends,	60,000.00
Construction and equipment,	216,964.15
Bills payable,	20,000.00
Accounts receivable,	11,163.55
Insurance premiums,	6,792.43
Cash on hand June 30, 1903,	55,086.39
	<u>\$1,105,645.19</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$3,611,098.20	Construction and Equip- ment,	\$3,849,402.78	\$238,304.58	.....
148,400.13	Current Assets as follows:			
4,840.14	Cash on hand,	55,086.39	.....	\$93,313.74
4,601.89	Accounts receivable,	12,397.81	7,557.67	.....
32,484.53	Prepaid insurance,	3,577.33	.....	1,024.56
	Material and supplies on hand,	50,108.66	17,624.13	.....
\$3,801,424.89	Total,	\$3,970,572.97	\$169,148.08	\$94,338.30

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$1,000,000.00	Capital Stock,	\$1,000,000.00	.....	.....
2,500,000.00	Funded Debt,	2,615,000.00	\$115,000.00	.....
	Current Liabilities, as fol- lows:			
47,881.68	Audited vouchers and ac- counts,	79,149.86	31,268.18	.....
1,603.66	Miscellaneous Current Lia- bilities, tickets out- standing,	1,378.83	.....	\$224.83
1,200.00	Conductors' deposit,	1,200.00	.....	.....
	Accrued Liabilities:			
34,166.66	Interest accrued and not yet due,	35,613.32	1,446.66	.....
32,207.61	Taxes accrued and not yet due,	33,951.94	1,744.33	.....
183.53	Accident insurance, . . . . .	.....	.....	183.53
184,181.75	Profit and Loss,	204,279.02	20,097.27	.....
\$3,801,424.89	Total,	\$3,970,572.97	\$169,148.08	\$408.36

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	16,144,763
Number of transfer passengers carried,	3,498,310
Total number passengers carried,	19,643,073
Number of paying passengers per mile of main track operated,	176,588
Number of transfer points,	22
Number of tons of freight carried, earning revenue,	54,634
Passenger car mileage,	4,144,924
Chartered car mileage,	4,034
Freight and express car mileage,	185,202
Total car mileage,	4,334,160

Receipt per paying passenger, . . . . .	.0488
Receipt per total passengers carried, . . . . .	.0401
Maximum speed, miles per hour,	6, 8, 10
Average number of employees (including officials) during year,	658
Aggregate amount of salaries and wages paid,	\$393,369.25

State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: 50 trip tickets in 10-cent limit, owner only, \$4.00; 50 trip tickets in 15-cent limit, owner only, \$5.00; 60 trip tickets to Newington, owner only, \$3.00, limited to month; 20 trip tickets to Windsor and Poquonock, unlimited, \$1.00; 40 trip tickets, pupils only, owner only, \$1.00, hours limited.

	Number.
Power houses,	1
Car houses,	5
Horses owned,	11
Number of vehicles, tower wagons, trucks,	3
Steam Railroad Crossings at grade, unprotected,	0
Steam Railroad Crossings at grade, protected by gates,	1
Steam Railroad Crossings at grade, protected by signals or interlocking devices,	0
Steam Railroad Crossings at grade, protected by derailing devices on street railroad,	0
Steam Railroad Crossings over grade,	1
Steam Railroad Crossings under grade,	4

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Miles operated under trackage rights.	Total miles operated.
Length of 1st main track, .	57.422	8.947	4.623	70.992
Length of 2d main track, .	18.425	.884	1.125	20.434
Total miles owned, .	75.847	9.831	5.748	91.426
Length of sidings and turn-outs,	2.757	.414	.500	3.671
Total computed as single track, .	78.604	10.245	6.248	95.097

Characteristics of Road and Equipment. — Continued.

RAILS.

Name of.	Weight per yard.	Steel (miles of).
"T"	70	37.898
Girder tram,	70-90	36.530
Girder groove,	107	4.176
Total miles of,		78.604

PAVING.

	Miles.
Asphalt, sheet,	8.292
Asphalt, block,	1.604
Belgium block, . . . . .	.508
Macadam,	33.120
Stone ballast,	5.269
Wood, . . . . .	.148
Total miles,	48.941

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Equipped with air brakes.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.	Equipped with stoves.
Closed,	111	103	111	110	..	29	..	41	111	..
Open,	101	101	101	..	63	20	..	20	..	..
Express,	4	4	4	3	..	..	..	2	..	..
Freight,	36	3	3	1	1	..	..	9	3	..
Work,	2	2	2	..	..	..	..	..	1	..
Snow,	7	7	..	7	..	..	..	1	1	..
Sweepers,	9	9	..	8	..	..	..	..	..	9
Private,	1	1	1	1	..	..	..	..	1	..
Sand,	2	2	2	..	..	..	..	..	..	..
Total,	273	232	224	130	64	49	..	73	117	9

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9½	\$1 90
Motormen,	9½	1.90
Starters,	9	2.25
Watchmen,	12	1.80
Switchmen,	9	1.35
Roadmen,	10	1.50
Linemen,	10	2.00
Engineers,	8	2.75
Firemen,	8	2.00
Electricians,	8	2.00
Machinists and mechanics,	10	2.50

List of all Accidents during Year ended June 30, 1903.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	42	..	43
Employees,	1	..	1	..
Other persons,	1	1	30	1	31
Total,	2	2	72	2	74

Amount paid for injuries and damages caused by accidents : —

Paid by the Company, \$5,309.14

Statement of Each Accident in Detail.

- July 2, 1902. Woman stepped from car backwards, striking her head.
 July 3, 1902. Man jumped from moving car. Back hurt.
 July 4, 1902. Man lost his hold and fell from car.
 July 5, 1902. Woman fell from car, injuring her head.
 July 6, 1902. Woman jumped from moving car, rendered unconscious.
 July 7, 1902. Man got off car backwards and fell. Knee hurt.
 July 14, 1902. Woman stepped from moving car. Side sprained.
 July 15, 1902. Woman standing up in car, fell off when car rounded curve.
 July 24, 1902. Woman jumped off car backwards, while in motion. Head hurt.
 July 28, 1902. Man on bicycle, crossing street in front of car, was thrown off.
 July 29, 1902. Boy got off car backwards, striking his head.
 Aug. 4, 1902. Man jumped from car while in motion. Slightly cut.
 Aug. 8, 1902. Woman stepped from moving car, striking on arm and head.
 Aug. 13, 1902. Man jumped on wrong side of car, was knocked off by car coming from opposite direction.
 Aug. 10, 1902. Woman boarded car on wrong side, slipped, hurting her limb.
 Aug. 17, 1902. Woman hurt by two cars colliding.
 Aug. 20, 1902. Man, with two children, jumped from car before it had come to a stop. Child slightly hurt.
 Aug. 22, 1902. Man got off backwards, hurting his head.
 Aug. 27, 1902. Man jumped from moving car. Wrist sprained.
 Aug. 28, 1902. Man in wagon, collided with car. Badly hurt.
 Aug. 29, 1902. Man driving team was struck by car. Man's hip hurt.
 Aug. 30, 1902. Man stepped from car while it was going around curve. Rendered unconscious.
 Aug. 30, 1902. Man jumped from car while in motion. Face cut.

Sept. 1, 1902. Man drunk and asleep on track, struck by fender and life-guard. Died on the car.

Sept. 12, 1902. Man jumped from car while in motion. Face cut.

Sept. 12, 1902. Man on bicycle thrown under ice-wagon by running board of car. Scalp wound and shoulder injured.

Sept. 12, 1902. Woman stopped to talk with friends, was struck by rear end of car.

Sept. 21, 1902. Man thrown from team by car colliding with team. Back hurt.

Oct. 3, 1902. Man stepped backwards in front of car. Car ran over his legs.

Oct. 4, 1902. Man jumped from car without giving signal, and fell.

Oct. 11, 1902. Man drove in front of moving car. Claimed to be hurt.

Oct. 14, 1902. Man caught between cars in collision. Not injured seriously.

Oct. 19, 1902. Man after leaving one car walked in front of another. Was hit.

Oct. 24, 1902. Man thrown from wagon by car colliding with wagon. Shoulder hurt.

Nov. 2, 1902. Woman thrown from wagon by car striking wagon. Arm sprained.

Nov. 7, 1902. Man driving team was struck by car; man, horse, and wagon fell into excavation, man bruised.

Nov. 11, 1902. Man drove team in front of moving car. Wagon tipped over, man's neck apparently hurt.

Nov. 14, 1902. Man struck by team and thrown against car. Cut on head.

Nov. 24, 1902. Man pulled team in front of car. Slightly hurt.

Nov. 24, 1902. Woman stepped from behind one car in front of another, hit.

Nov. 25, 1902. Man running between tracks, knocked down by car. Head scratched.

Nov. 29, 1902. Boy started to run in front of car, fell, went under fender, slightly hurt.

Dec. 3, 1902. Man stepped off rear platform backwards, fell on asphalt, fractured back of head.

Dec. 25, 1902. Woman fell from step of car. Arm and back hurt.

Dec. 29, 1902. Man jumped from moving car. Arm and back hurt.

Jan. 6, 1903. Man, asleep, drove into middle of track, hit; man claimed to be hurt.

Jan. 11, 1903. Woman in leaving car slipped and fell. Hurt slightly.

Jan. 13, 1903. Man walked in front of moving car, knocked against telegraph pole.

Jan. 21, 1903. Woman in leaving car slipped and fell, striking on her head.

Jan. 21, 1903. Man driving team was hit by car. Man claimed to be hurt.

Feb. 7, 1903. Man attempted to board moving car, fell. Face and wrist hurt.

Feb. 18, 1903. Man walked in front of moving car, struck. Attended by physician.

Feb. 21, 1903. Man, blind, hit by car in crossing street. Cut over eye.

Feb. 22, 1903. Man slipped and fell on step of car, hurt his hand.

Feb. 28, 1903. Man jumped from car, held onto handle, was dragged and bruised.

March 3, 1903. Man walked in front of car, struck by fender, taken to hospital.

March 5, 1903. Man jumped from car before it stopped. Knee hurt.

March 8, 1903. Woman crossed in front of moving car. Leg hurt.

March 20, 1903. Man jumped off car backwards, fell. Head cut.

March 21, 1903. Man crossed track in front of moving car. Hand hurt.

March 23, 1903. Man walked in front of moving car, struck in leg by fender.

March 31, 1903. Man stepped off moving car, striking on head.

April 1, 1903. Child ran in front of car. Hurt on head and wrist by fender.

April 4, 1903. Employee turning switch, stepped and fell. Was killed.

April 11, 1903. Man in team drove in front of car. Hip hurt.

April 27, 1903. Man either jumped or fell from moving car. Face scratched.

May 10, 1903. Man ran after car on track, picked up by fender and thrown aside, small scalp wound.

May 12, 1903. Man stepped off moving car, fell. Foot hurt.

May 15, 1903. Man jumped from car, fell.

May 16, 1903. Woman jumped off moving car backwards. Arm hurt.

May 18, 1903. Man stepped from running board, fell. Face and hands cut.

May 27, 1903. Boy hanging on to fender of approaching car was struck by preceding car. Taken to hospital.

May 29, 1903. Man walked between car and pile of wood blocks, was pushed against blocks.

June 13, 1903. Man stepped off moving car, fell. Hand and face scratched.

June 27, 1903. Man stepped off moving car backwards, fell, striking head on asphalt.

June 28, 1903. Man jumped off backwards from moving car. Back of head cut.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

E. S. GOODRICH,
President.

D. R. HOWE,
Treasurer,
Hartford Street Railway Company.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, Sept. 9, 1903.

Then personally appeared the above-named E. S. Goodrich, President, and D. R. Howe, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ELMER M. WHITE,
Notary Public.

MANUFACTURERS' RAILROAD COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Total computed as single track.	Motive power.
From —	To —			
Cedar Hill Station	Fairmount Ave.	1.5	1.5	Electricity

Capital authorized by charter.	Stock issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.
\$20,000.00	\$20,000.00	\$14,000.00	\$22,666.66	\$34,231.91	\$8,810.31

Cost of con- struction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Operating expenses.	Operating expenses per mile operated.
\$28,694.81	\$22,821.28	\$10,309.70	\$6,873.13	\$6,119.86	\$4,079.91

Net earnings.	Net earnings per mile operated.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Number employees.
\$4,189.84	\$2,793.22	\$692.50	\$212.21	\$13,333.33	5, including Manager.

History.

Name of company making this report: The Manufacturers' Railroad Company.

Date of organization: November 23, 1893.

Under laws of what State organized: Connecticut. Chartered June 23, 1893; charter amended May 9, 1895; charter amended May 12, 1895; charter amended May 14, 1901; charter amended April 29, 1903.

Corporate Name and Address of the Company.

The Manufacturers' Railroad Company, New Haven, Conn.

Officers of the Company.

Name.	Title.	Residence.
GEO. S. BARNUM,	President,	New Haven, Conn.
N. W. KENDALL,	Vice-President,	" "
S. J. FOX,	General Manager,	" "
S. J. FOX,	Treasurer,	" "
FRANK L. BIGELOW,	Secretary,	" "

Directors of the Company.

Name.	Residence.
GEO. S. BARNUM,	New Haven, Conn.
N. W. KENDALL,	" "
S. J. FOX,	" "
F. L. WILLIAMS,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	800	\$20,000.00	.....
Authorized by vote of company,	800	20,000.00	.....
Issued for actual cash,	800	20,000.00	\$20,000.00
Total amount issued,	800	\$20,000.00	\$20,000.00

Grand total of Common and Preferred Stock now outstanding, \$20,000.00.

Amount of stock held in Connecticut, \$20,000.00.

Total number of stockholders, 6.

Total number of stockholders in State of Connecticut, 6.

Funded Debt.

Description of mortgages, bonds, etc.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
Demand note,	\$14,000.00	\$14,000.00	\$14,000.00	\$14,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
per cent.	Quarterly.	\$692.50

Per mile of single track owned, $1\frac{1}{2}$ miles,	{ Capital stock issued,	\$13,333.33
	{ Funded debt issued,	9,323.33
	Total,	\$22,666.66

Construction and Equipment Accounts.

Item.	Expenditures during year charged to con- struction or, equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Organization,	\$48.45	\$1,279.70	\$1,328.15
Engineering and superintendence,	173.00	2,187.98	2,360.98
Right of way, . . . . .	.....	575.00	575.00
Track and roadway construction,	5,383.98	20,330.27	25,714.25
Electric line construction,	368.48	3,885.05	4,253.53
Cars, . . . . .	.....	6,099.08	6,099.08
Electric equipment of cars, . . . . .	.....	2,711.23	2,711.23
Grand total,	\$5,973.91	\$37,068.31	\$43,042.22
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	28,694.81

Statement in Detail of Additions to Construction and Equipment during the Year.

Put in new curve at corner of Ferry and Lloyd Streets, connecting with track of The F. H. & W. R. R. Co., crossing Ferry Street bridge over Quin-nipiac river, also new curve at corner of Ferry Street and Fairmount Avenue, connecting tracks of F. H. & W. R. R. Co., with tracks running out of The National Wire Corporation.

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$10,309.70	
Less operating expenses (excluding all taxes),	6,119.86	
Net earnings from operation,		\$4,189.84
Gross income from all sources,		4,189.84
Deductions from income as follows, viz.:		
Taxes, State,	\$212.21	
Interest on floating debt,	692.50—	\$904.71
Net income from all sources,		\$3,285.13
Total surplus for year ending June 30, 1903,		\$3,285.13

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

Freight,	\$10,309.70	
Total gross earnings,		\$10,309.70

Operating Expense Accounts.**MAINTENANCE.****Way and Structures:**

Maintenance of track and roadway,	\$1,279.38	
Maintenance of electric line,	47.62	

Equipment:

Maintenance of cars, electric motors,	427.56	
Maintenance of electrical equipment of cars,	4.05—	\$1,758.61

TRANSPORTATION.**Operation of Power Plant:**

Hired power:	\$1,243.32	
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Operation of Cars:

Wages of motormen,	}	2,484.14	
Wages of other car service employees,			
Wages of car house employees,			
Car service supplies,		5.50	
Miscellaneous car service expenses,		48.99	
Cleaning and sanding track,		22.29	
Removal of snow and ice,		82.74—	\$3,886.98

GENERAL.

Salaries of general officers,	\$375.00	
Printing and stationery,	11.90	
Miscellaneous office expenses,	13.37	
Damages,	54.00	
Other legal expenses,	20.00 —	474.27.
Total operating expenses,		\$6,119.86

Operating cost, 59.37% of earnings (excluding taxes).

Operating cost, 61.42% of earnings (including taxes).

Cash Statement.**Receipts :**

Cash on hand June 30, 1902,	\$2,300.78
Gross earnings from operation,	10,809.70
Bills payable,	1,000.00
Accounts receivable,	789.20
	<u>\$14,399.68</u>

Disbursements :

Operating expenses,	\$6,119.86
Taxes,	212.21
Interest,	692.50
Construction and equipment,	5,973.91
Accounts receivable,	1,296.01
Cash on hand June 30, 1903,	105.19
	<u>\$14,399.68</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$37,068.31	Construction and equipm't,	\$43,042.22	\$5,973.91	.....
2,300.78	Current Assets as follows :			
789.20	Cash on hand,	105.19	.....	\$2,195.59
	Accounts receivable,	1,296.01	506.81	.....
\$40,158.29	Total,	\$44,443.42	\$6,480.72	\$2,195.59

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
\$20,000.00	Capital Stock,	\$20,000.00	.....
13,000.00	Current Liabilities, as follows :		
	Loans and notes payable,	14,000.00	\$1,000.00
7,158.29	Accrued Liabilities:		
	Profit and Loss,	10,443.42	3,285.13
\$40,158.29	Total,	\$44,443.42	\$4,285.13

Traffic, Mileage, and Miscellaneous Statistics.

Number of tons of freight carried, earning revenue,	55,596
Maximum speed, miles per hour,	4
Average number of employees (including officials) during year,	5
Aggregate amount of salaries and wages paid,	\$2,859.14

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Total length of first main track,	1.500	1.500

Name of rails, "T"; weight per yard, 70 lbs.; all steel.

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

	Total number.	Equipped with motors.
Work cars,	1	.....
Snow plows,	1	1
Electric locomotive,	1	1
Total,	3	2

	Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	2	9	\$2.25
Motormen,	2	9	2.50
Switchmen,	1	9	1.75

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

GEORGE S. BARNUM,
President.

SIMEON J. FOX,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, Sept. 4, 1903.

Then personally appeared the above-named George S. Barnum and Simeon J. Fox, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

E. A. BRADLEY,
Notary Public.

MERIDEN ELECTRIC RAILROAD CO.

MERIDEN, CONN.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Meriden	Wallingford.	10.000	.400	10.400	Electricity.
Colony St.	East Main St.	4.400	.400	4.800	
Pratt St.	West Main St.	3.200	.500	3.700	
Broad St.	Curtis St.	.700	.100	.800	
North End	So. End (Wallingf'd)	2.000	.....	2.000
Total,		20.300	1.400	21.700	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.	Cost construction.
\$1,000,000.00	\$1,000,000.00	\$500,000.00	\$161,875.00	\$76,584.10	\$1,662,541.20

* Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$51,667.10	\$84,443.75	\$81,898.58	\$149,469.04	\$7,363.00	\$.2131

**Summary of Financial Condition and Results of Operation, Year
ending June 3, 1903.—Continued.**

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$94,588.55	\$4,659.53	\$.1348	\$54,880.49	\$2,703.47

Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$.0782	\$28,760.08	\$6,239.25	\$49,261.08

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
\$24,630.54	701,424	3,470,480	136,016	3.936	90

Accidents.

	Killed.	Injured.
Passengers,	7
Employees,	1
Other persons,	5
Total,	13

History.

Name of company making this report: Meriden Electric Railroad Company.

Date of organization: August 14, 1886.

Under laws of what State organized: Connecticut. House Joint Resolution No. 217, January Session, 1886; Senate Joint Resolution No. 327, January Session, 1893; Substitute for Senate Bill No. 34, and Senate Joint Resolution No. 106, January Session, 1895.

Corporate Name and Address of the Company.

Meriden Electric Railroad Company, New Haven, Conn.

Officers of the Company.

Name.		Title.	Residence.
N. H. HEFT,		President.	Bridgeport, Conn.
W. L. SQUIRE, {	Deceased, }	Treasurer,	Meriden, "
W. L. SQUIRE, {	June 19, 1903. }	Secretary,	" "
W. P. BRISTOL,		Superintendent,	" "

Directors of the Company.

Name.	Residence.
JOHN L. BILLARD,	Meriden, Conn.
JOHN C. BYXBEE,	" "
E. J. DOOLITTLE,	" "
JOHN M. HALL,	New Haven, "
JOHN W. MIX (Deceased),	Yalesville, "
CHARLES L. ROCKWELL,	Meriden, "
N. H. HEFT,	Bridgeport, "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	10,000	\$1,000,000.00	.....
Authorized by vote of Company,	10,000	1,000,000.00	.....
Issued for actual cash,	800	80,000.00	\$80,000.00
Issued for contract for electrical equip- ment and extension of road,	9,200	920,000.00	.....
Total amount issued,	10,000	\$1,000,000.00	\$80,000.00

Grand total of Common and Preferred Stock now outstanding, \$1,000,000.00.

Amount of stock held in Connecticut, \$999,900.00.

Total number of stockholders, 18.

Total number of stockholders in State of Connecticut, 17.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.
First mortgage,	Jan. 1, 1894.	30	\$500,000.00	\$415,000.00	\$415,000.00
	Oct. 1, 1891.	20	100,000.00	85,000.00	85,000.00
Total, . . . . .	.....	.....	\$600,000.00	\$500,000.00	\$500,000.00

Funded Debt. — Continued.

INTEREST.

Rate.	When payable.	Accrued during year.
5%	January and July.	\$20,750.00
5%	April and October.	4,250.00
.....	Total,	\$25,000.00

Per mile of single track owned, 20.3 miles, {	Capital stock issued,	\$49,261.08
	Funded debt issued,	24,630.54
Total,		\$73,891.62

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Deductions during year.	Total cost to June 30, 1903.
Engineering and Superintendence,		\$601.79		\$601.79
Right of way,		300.00		300.00
Track and Roadway Construction, \$19,157.97		127,293.45	\$202.08	146,249.34
Electric Line Construction, 2,658.61		18,697.26		21,355.87
Buildings and Fixtures used in operation of Road, 381.00		10,468.27		10,849.27
Investment Real Estate,		461.10		461.10
Power Plant Equipment,		3,052.06		3,052.06
Cars, 1,190.75		26,481.26		27,672.01
Electric Equipment of Cars, 1,750.00		19,215.52		20,965.52
Miscellaneous Equipment,		3,433.22		3,433.22
Cost of Road being Electrically Equipped,		173,930.00		173,930.00
Road built by contract,		1,235,000.00		1,235,000.00
General Expense (legal), 182.70		8,275.56		8,458.26
Hanover Park property, 389.33		61,763.53	273.00	61,879.86
Grand Total,	\$25,710.36	\$1,688,973.02	\$475.08	\$1,714,208.30
Cost of Construction and Equipment per mile of Road owned,				\$84,443.75

Statement in detail of Additions to Construction and Equipment during the Year.

Car Barn (Wallingford),	\$381.00
General expense (legal),	182.70
Four trucks, complete,	1,190.75
Three motor equipments,	1,750.00
Hanover Park improvements,	116.33
Double tracking West Main Street:	
Track,	4,626.13
Line,	2,442.93
Main Street Line (Wallingford):	
Track,	14,329.76
Line,	215.68
Total,	<u>\$25,235.28</u>

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$149,469.04	
Less operating expenses,	94,588.55	
Net earnings from operation,		\$54,880.49
Income from other sources as follows, viz.:		
Advertising,	\$450.00	
Rent of land and buildings,	248.00—	\$698.00
Gross income from all sources,		<u>\$55,578.49</u>
Deductions from income as follows, viz.:		
Taxes, State, accrued,	\$6,214.04	
Other than above,	228.65	
Interest on funded debt,	25,000.00	
Interest on floating debt, accrued,	8,533.82—	\$39,976.51
Net income from all sources,		<u>\$15,601.98</u>
Surplus for year ending June 30, 1903,		<u>\$15,601.98</u>
Total surplus for year ending June 30, 1903,		<u>\$15,601.98</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:	
Cash fares,	\$138,452.44
From other sources:	
Mail,	355.80
Hanover Park,	9,640.60
Power rental,	1,020.20
Total gross earnings,	<u>\$149,469.04</u>

Operating Expense Accounts.

MAINTENANCE.

Way and Structures :

Maintenance of track and roadway, . . .	\$6,919.86
Maintenance of electric line, . . .	1,608.08
Maintenance of buildings and fixtures, . . .	335.43

Equipment :

Maintenance of Hanover Park, . . .	2,596.69
Maintenance of electric plant, . . .	1,842.34
Maintenance of cars, . . .	2,584.37
Maintenance of electrical equipment of cars, . . .	3,279.08
Maintenance of miscellaneous equipment, . . .	469.30—
	\$19,635.15

TRANSPORTATION.

Operation of Power Plant :

Power plant wages, . . .	\$3,997.78
Fuel for power, . . .	15,294.06
Water for power, . . .	722.01
Lubricants and waste for power plant, . . .	561.83
Miscellaneous supplies and expenses of power plant, . . .	110.31

Operation of cars :

Wages of conductors, . . .	17,874.75
Wages of motormen, . . .	17,874.74
Wages of other car service employees, . . .	1,692.46
Car service supplies, . . .	1,136.45
Miscellaneous car service expenses, . . .	757.31
Removal of snow and ice, . . .	737.21—
	\$60,758.91

GENERAL.

Salaries of officers, . . .	\$1,500.00
Salaries of clerks, . . .	1,278.11
Printing and stationery, . . .	518.18
Miscellaneous office expenses, . . .	132.50
Miscellaneous general expenses, . . .	746.81
Other legal expenses, . . .	400.00
Operating Hanover Park, . . .	9,618.89—
	\$14,194.49
Total operating expenses, . . .	\$94,588.55

Operating cost, 63.28% of earnings (excluding taxes); operating cost, 67.61% of earnings (including taxes); operating cost, 1.348 cents per car mile (excluding taxes).

Cash Statement.**Receipts :**

Cash on hand June 30, 1902,	\$2,053.53
Gross earnings from operation,	149,469.04
Income from other sources,	698.00
Bills payable,	17,000.00
Accounts receivable,	20.25
Decrease in materials and supplies,	655.56
Increase in miscellaneous liabilities,	10,781.26
Decrease in suspense account,	41.00
	<u>\$180,718.64</u>

Disbursements :

Operating expenses,	\$94,588.55
Taxes,	6,467.90
Interest,	28,760.08
Construction and equipment,	25,235.28
Bills payable,	16,525.00
Injuries to persons,	53.00
Damages to property,	26.25
Cash on hand June 30, 1903,	9,062.58
	<u>\$180,718.64</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$1,688,973.02	Construction and equip- ment,	\$1,714,208.30	\$25,235.28	.....
	Current Assets, as follows :			
2,053.53	Cash on hand,	9,062.58	7,009.05	.....
4,498.94	Material and supplies on hand,	3,843.38	.....	\$655.56
62.69	Supt's contingency fund,	62.69	.....	.....
44.60	C. & D. re-collectible,	24.35	.....	20.25
2,002.49	Suspense,	1,986.70	.....	15.79
18,821.31	Profit and loss,	3,219.33	.....	15,601.98
\$1,716,456.58	Total,	\$1,732,407.33	\$32,244.33	\$16,293.58

Comparative General Balance Sheet.—Continued.

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$1,000,000.00	Capital Stock,	\$1,000,000.00	.....
500,000.00	Funded Debt,	500,000.00	.....
	Current Liabilities, as follows:			
161,400.00	Loans and Notes payable,	161,875.00	\$475.00	.....
2,288.92	Audited vouchers and Ac- counts,	13,070.18	10,781.26	.....
	Accrued Liabilities :			
43,355.42	Interest accrued and not yet due,	48,129.16	4,773.74	.....
1,291.03	Special account,	1,291.03	.....
8,121.21	Sinking and other Special funds,	8,041.96	.....	\$79.25
\$1,716,456.58	Grand Total,	\$1,732,407.33	\$16,030.00	\$79.25

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	2,761,125
Number of transfer passengers carried,	709,355
Total number passengers carried,	3,470,480
Number of paying passengers per mile of main track operated,	136,016
Number of transfer points,	6
Passenger car mileage,	701,424
Total car mileage,	701,424
Receipt for paying passenger, . . . . .	.05
Receipt per total passengers carried, . . . . .	.04
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	90
Aggregate amount of salaries and wages paid,	\$55,596.48

State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold : Family ticket, Meriden to Tracy, 25 rides, \$1.50 ; family ticket, Meriden to Yalesville, 25 rides, \$2.00 ; workman ticket, Meriden to Wallingford, 25 rides, \$2.25 ; special ticket, Meriden to Wallingford, 100 rides, \$10.00.

	Number.
Power houses,	1
Car houses,	2
Horses owned,	3
Number of vehicles,	5
Other articles of equipment, viz. :	
Tower wagon,	1
Steam railroad crossings at grade unprotected,	1
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	2
Steam railroad crossings over grade,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of main track,	20.300	20.300
Length of sidings and turnouts,	1.400	1.400
Total computed as single track,	21.700	21.700

RAILS.

Name of.	Weight per Yard.	Steel. (Miles.)	Total.
"T,"	40, 48, 50, 56, 65, 70, 80	21.400	21.400
Girder Tram,	90	.300	.300
Total miles of, . . . . .	.....	21.700	21.700

Gauge of track, 4 feet $8\frac{1}{2}$ inches.

PAVING.

	Miles.
Asphalt, sheet, . . . . .	.151
Asphalt, block, . . . . .	.407
Belgium block, . . . . .	.132
Macadam,	9.543
Stone Ballast,	11.467
Total miles,	21.700

Characteristics of Road and Equipment.—Continued.

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Double truck.	Equipped with stoves.
Closed Cars,	21	16	13	..	21	2	21
Open Cars,	27	20	20	..	..	..	..
Freight Cars,	2	..	..	..	..	..	..
Work Cars,	1	1	1	1	..	..	1
Snow Plows,	3	..	..	3	..	..	..
Sweepers,	1	..	..	1	..	..	..
Total,	55	37	34	5	21	2	22

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	11	\$1.98 to \$2.20
Motormen,	11	1.98 " 2.20
Starters,	12	2.43
Watchmen,	12	2.00
Switchmen,	10	1.50
Roadmen,	10	1.50
Hostlers,	10	1.70
Linemen,	10	2.50
Engineers,	10	2.55
Firemen,	12	2.00
Machinists and mechanics,	10	2.75

List of all Accidents during Year ended June 30, 1903.

Causes and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	7	..	7
Employees,	1	..	..	..	1
Other persons,	5	..	5
Total,	1	..	12	..	13

Amount paid for injuries and damages caused by accidents —

Paid by the Company, \$79.25

Statement of Each Accident in Detail.

July 2, 1902. William Hoyle tried to board car at corner Hanover and North Second Sts., while it was in motion, thrown to the ground and slightly bruised.

July 13, 1902. Unknown Italian jumped from car while it was in motion, corner West Main and North Third Streets. Italian slightly bruised.

Aug. 10, 1902. Wm. Hopkins (intoxicated) jumped from car while it was in motion, corner Hanover Street and Columbus Avenue. Face bruised.

Sept. 6, 1902. Mrs. Hart jumped from car while it was in motion, corner Pratt and Center Streets. Face bruised.

Oct. 8, 1902. Car struck wagon of Edgerton & Imwich, at corner of Pratt and Center Streets. Wm. Driggs' (driver) leg injured.

Oct. 29, 1902. Joseph Zarick (5 years old) was struck by car at corner of Pratt and Cedar Streets, thrown to the ground and badly bruised.

Nov. 17, 1902. H. Goldstein jumped from car while it was in motion, at corner of Pratt and Cedar Streets, slightly bruised.

Nov. 23, 1902. Unknown woman jumped from car while it was in motion, at Quinnipiac Street, Wallingford. Slightly bruised.

Dec. 13, 1902. James Daley was struck by car near South Meriden waiting station. Badly bruised.

April 23, 1903. Annie Mozzie, while playing in street near corner of East Main and Center, ran directly in front of car. She was struck by car, thrown to the ground and slightly injured.

May 10, 1903. Car No. 98 was following car No. 85, on West Main Street, and when near Centennial Ave., No. 85 stopped, and the motorman of car No. 98 was unable to stop the car till it struck car No. 85. Conductor Burckell of car No. 98 was slightly bruised.

May 22, 1903. Joseph Zukaski jumped from car while it was in motion, near corner of Main and Pratt Streets. Head injured.

May 30, 1903. Mr. Barry (intoxicated) fell from car while it was in motion, near corner of Main and Hanover Streets. Badly bruised.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

A. S. MAY,

Treasurer of the Meriden Electric Railroad Company.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, Sept. 10, 1903.

Then personally appeared the above-named A. S. May, Treasurer, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

C. H. HEMPSTEAD,

Notary Public.

MERIDEN, SOUTHTON & COMPOUNCE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Meriden	Lake Compounce & Plainville.	*11.642	*6.93	*12.335	Elec- tricity.

* Track owned.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction and equipment.
\$500,000.00	\$200,000.00	\$175,000.00	\$17,250.00	\$31,804.91	\$392,869.62

Cost of construction and equipment per mile of road owned.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.
\$33,745.88	\$58,475.83	\$3,424.84	\$.1555	\$46,567.75	\$2,727.40

Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.	Interest.	Taxes paid State.
\$.1238	\$11,908.08	\$697.44	\$.0317	\$9,176.41	\$2,334.88

**Summary of Financial Condition and Results of Operation Year
ending June 30, 1903. — Continued.**

Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
\$17,179.17	\$15,031.78	375,968	1,173,291	66,302	3.011	48

Accidents.

	Injured.
Passengers,	8
Other persons,	2
Total,	10

History.

Name of company making this report: The Meriden, Southington & Compounce Tramway Company.

Date of organization : Sept. 10, 1897.

Under laws of what state organized : Connecticut.

Capital stock increased to \$500,000.00, January, 1901.

Corporate Name and Address of the Company.

The Meriden, Southington, and Compounce Tramway Company, Milldale, Conn. Post-Office, Meriden, Conn.

Officers of the Company.

Name.	Title.	Residence.
WALTON CLARK,	President,	Philadelphia, Pa.
A. M. YOUNG,	Vice-President,	Branford, Conn.
J. E. SEWELL,	General Manager,	Waterbury, Conn.
LEWIS LILLIE,	Treasurer,	Philadelphia, Pa.
LEWIS LILLIE,	Secretary,	" "
E. W. POOLE,	Asst. Secy. & Asst. Treas.,	Bridgeport, Conn.

Directors of the Company.

Name.	Residence.
A. M. YOUNG,	Branford, Conn.
WALTON CLARK,	Philadelphia, Pa.
LEWIS LILLIE,	" "
A. W. PAIGE,	Bridgeport, Conn.
J. E. SEWELL,	Waterbury, Conn.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	5,000	\$500,000.00	.....
Authorized by vote of company,	2,000	200,000.00	.....
Issued for actual cash,	2,000	200,000.00	\$200,000.00
Total amount issued,	2,000	\$200,000.00	\$200,000.00

Grand total of Common and Preferred Stock now outstanding, \$200,000.00.

Amount of stock held in Connecticut, \$300.00.

Total number of stockholders, 5.

Total number of stockholders in State of Connecticut, 3.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1st Mtg., 5%, 30- year, gold bonds,	1898	30	\$200,000.00	\$175,000.00	\$175,000.00	\$175,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5%	January and July.	\$8,750.00

Per mile of single track owned 11.642 miles, { Capital stock issued, \$17,179.17
 { Funded debt issued, 15,031.78

Total, \$32,210.95

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Road built by contract,		\$260,000.00	\$260,000.00
Engineering and superintendence,	\$48.00	30.70	78.70
Right of way,	41.00		41.00
Track and roadway construction,	2,522.00	98,656.71	101,178.71
Electric line construction,	8,292.01	248.16	8,540.17
Investment real estate,		562.50	562.50
Power plant equipment,	216.50	203.01	419.51
Shop tools and machinery,	100.80	75.00	175.80
Cars,	1,053.41	19,191.90	20,245.31
Electric equipment of cars,	1,622.92		1,622.92
Miscellaneous,		5.00	5.00
Grand total,	\$13,896.64	\$378,972.98	\$392,869.62
Cost of construction and equipment per mile of road owned,			33,745.88

Statement in Detail of Additions to Construction and Equipment during the Year.

Engineering and superintendence :

Services of engineer on proposed extension, \$48.00

Right of way :

Strip of land 8 feet wide in Milldale, 41.00

Track and roadway construction :

Cost of macadam paving—3,349 lineal feet of track, 2,522.00

Electric line construction :

2 miles 4/0 feeder, 5 miles 500,000 c. m. feeder, 8,292.01

Power plant equipment :

3 station meters, 1 injector, 216.50

Shop tools and machinery :

6 automatic jacks, 100.80

Cars :

1 20-foot closed car with truck, less amount received from sale of registers and fenders, 1,053.41

Electric equipment of cars :

1 G. E. 67 car equipment, 2 extra Westinghouse armatures, 1,622.92

Total, \$13,896.64

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$58,475.83	
Less operating expenses (excluding all taxes),	46,567.75	
Net earnings from operation,		\$11,908.08
Income from other sources as follows, viz.:		
Advertising,	\$138.50	
Rent of land and buildings,	168.00	
Sale of power,	924.57	1,231.07
Gross income from all sources,		\$13,139.15
Deductions from income as follows, viz.:		
Taxes, { On property not used in operation of		
road,	\$15.12	
State,	2,334.88	
Interest on funded debt,	8,750.00	
Interest on floating debt,	426.41	11,526.41
Net income from all sources,		\$1,612.74
Surplus for year ending June 30, 1903,		\$1,612.74
Worthless accounts written off,	\$92.84	
Net amount debited to profit and loss,		92.84
Total surplus for year ending June 30, 1903,		\$1,519.90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.		
From passengers:		
Cash fares,	\$56,018.25	
Ticket fares,	414.70	
Chartered cars,	490.36	
From other sources:		
Mail,	174.98	
Express,	1,377.54	
Total gross earnings,		\$58,475.83

Operating Expense Accounts.

MAINTENANCE.		
Way and structures:		
Maintenance of track and roadway,	\$5,162.10	
Maintenance of electric line,	908.12	
Maintenance of buildings and fixtures,	423.10	
Equipment:		
Maintenance of steam plant,	781.74	
Maintenance of electric plant,	18.75	
Maintenance of cars,	1,299.60	
Maintenance of electrical equipment of cars,	1,635.30	
Maintenance of miscellaneous equipment,	5.13	
Miscellaneous shop expenses,	89.66	\$10,323.50

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$2,141.71
Fuel for power,	7,579.01
Water for power,	50 73
Lubricants and waste for power plant,	185.34
Miscellaneous supplies and expenses of power plant,	78.29

Operation of cars:

Superintendence of transportation,	925.00	
Wages of conductors,	6,278.38	
Wages of motormen,	6,308.77	
Wages of other car service employees,	17.03	
Wages of car house employees,	1,161.34	
Car service supplies,	165.89	
Miscellaneous car service expenses,	117.12	
Cleaning and sanding track,	74.95	
Removal of snow and ice,	168.77 —	25,252.33

GENERAL.

Salaries of clerks,	\$401.02	
Printing and stationery,	115.40	
Miscellaneous office expenses,	244.34	
Store room expenses, } Closed each month to proper		
Stable expenses, } accounts.		
Advertising and attractions,	1,703.08	
Miscellaneous general expenses,	259.57	
Damages,	1,406.96	
Legal expenses in connection with damages,	14.86	
Other legal expenses,	244.20	
Rent of tracks and terminals,	5,304.75	
Insurance,	1,297.74 —	10,991.92
Total operating expenses,		\$46,567.75

Operating cost, 79.61% of earnings (excluding taxes); operating cost, 83.48% of earnings (including taxes); operating cost, 12.386 cents per car mile (excluding taxes); operating cost, \$1.348 cents per car hour (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	\$3,365.47
Gross earnings from operation,	58,475.83
Income from other sources,	1,231.07
Bills payable,	12,875.00
Accounts payable,	3,851.39
Accident insurance fund,	1,283.61
	<hr/>
	\$81,082.37

Disbursements:

Operating expenses,	\$46,567.75
Materials and supplies,	657.89
Taxes,	2,350.00
Interest,	9,183.70
Construction and equipment,	13,896.64
Accounts receivable,	5,443.84
Adjustment profit and loss,	92.84
Insurance,	15.36
Cash on hand June 30, 1903,	2,874.35
	<hr/>
	\$81,082.37

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$378,972.98	Construction and equipm't,	\$392,869.62	\$13,896.64	.....
	Current assets as follows :			
3,365.47	Cash on hand,	2,874.35	.....	\$491.12
720.01	Prepaid insurance,	735.37	15.36	.....
4,862.79	Material and supplies on hand,	5,520.68	657.89	.....
872.57	Accounts receivable,	6,316.41	5,443.84	.....
\$388,793.82	Total,	\$408,316.43	\$20,013.73	\$491.12

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$200,000.00	Capital stock,	\$200,000.00	.....	.....
175,000.00	Funded debt,	175,000.00	.....	.....
	Current liabilities, as fol- lows :			
4,375.00	Loans and notes pay- able,	17,250.00	\$12,875.00	.....
3,609.54	Audited vouchers and accounts,	7,460.93	3,851.39	.....
7.29	Accrued liabilities :			
	Interest accrued and not yet due, . . . . .	.....	.....	\$7.29
272.71	Accident insurance fund,	1,556.32	1,283.61	.....
5,529.28	Profit and loss,	7,049.18	1,519.90	.....
\$388,793.82	Total,	\$408,316.43	\$19,529.90	\$7.29

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,132,040
Number of transfer passengers carried,	41,251
Total number passengers carried,	1,173,291
Number of paying passengers per mile of main track operated,	66,302
Number of transfer points,	1
Passenger car mileage,	375,181
Chartered car mileage,	787
Freight and express car mileage (included in passenger car mileage),	
Total car mileage,	375,968
Receipt per paying passenger,	\$.050284
Receipt per total passengers carried,	\$.048516
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year,	48
Aggregate amount of salaries and wages paid,	\$24,885.42
State whether or not commutation or other forms of tickets are sold at reduced rates, describing forms, and state at what rates sold: Theater excursion tickets to Meriden sold at reduction of 30% from cash fare.	

	Number.
Power houses,	1
Car houses,	2
	Number.
Steam railroad crossings over grade,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles operated under trackage rights.	Total miles operated.
Length of first main track,	11.642	5.432	17.074
Length of sidings and turnouts, . . . . .	.693	.294	.987
Total computed as single track,	12.335	5.726	18.061

RAILS.

Name of rails, "T"; weight per yard, 56 pounds; steel (miles of) 12.335.
Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Macadam,	1.209

Characteristics of Road and Equipment. — Continued.

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number each of.	Vestibule, full.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.
Closed cars, .	7	7	7	7	1	1	7
Open cars, .	12	12	12	..	4	4	..
Work cars, ..	5	1	1	..	..	..	..
Snow plows, .	1	..	..	..	..	..	..
Total, . .	25	20	20	7	5	5	7

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$1.90 to \$2.10
Motormen,	10	1.90 to 2.10
Watchmen,	10	1.50
Roadmen,	10	1.35 to 2.00
Linemen,	10	2.25 to 3.00
Engineers,	10½	2.00 to 2.65
Firemen,	11	1.50 to 1.75
Electricians,	10	2.00
Machinists and mechanics,	10	1.50 to 2.00

List of all Accidents during Year ended June 30, 1903.

Cause and Nature of Injury.	Injured from their own mis- conduct or carelessness.
Passengers,	8
Other persons,	2
Total,	10

Amount paid for injuries and damages caused by accidents : —

Paid for insurance companies by the Company (an old case),	\$5,212 55
Paid by the Company,	52.00
Total,	\$5,264 55

Statement of each Accident in Detail.

July 13, 1902. Mrs. Young fell in getting off car in Southington and injured her arm slightly.

Aug. 15, 1902. Miss Sullivan stepped from moving car in Meriden ; slightly injured.

Aug. 24, 1902. Mr. R. Toomey stepped from moving car in Southington and injured his arm.

Nov. 8, 1902. Mr. Nichols fell from moving car in Meriden; shaken up and bruised.

Jan. 17, 1903. Mr. Moran jumped from moving car in Meriden and fell, — slightly injured.

March 6, 1903. Mr. Rice jumped from moving car in Southington and fell; face cut.

April 13, 1903. Mr. Coe fell from moving car in Plantsville, and sprained his ankle.

May 12, 1903. Mrs. Langdon stepped from moving car in Plantsville and fell, injuring herself slightly.

May 23, 1903. Unknown man fell while attempting to board moving car in Meriden; injuries slight.

June 26, 1903. Mrs. Griffith slipped and fell while boarding a standing car in Southington; bruised.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WALTON CLARK,
President.

E. W. POOLE,
Assistant Treasurer.

STATE OF CONNECTICUT, }
FAIRFIELD COUNTY, } ss.

BRIDGEPORT, Sept. 23, 1903.

Then personally appeared the above-named Walton Clark, President, and E. W. Poole, Assistant Treasurer, of the Meriden, Southington & Compound Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

W. T. HINCKS,
Notary Public.

THE MIDDLETOWN STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Middletown	Portland.	2.50	.060	2.560	Electricity
City	South Farms.	1.878	.....	1.878	
"	Asylum.	1.502	.....	1.502	
"	Lakeview.	2.912	.498	3.410	
"	West Side.	1.293	.057	1.350	
Main Street Double	Track.	.588	.588	1.176	
Total,		10.673	1.203	11.876	.....

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction and equipment.
\$200,000.00	\$135,000.00	\$175,000.00	\$10,127.16	\$26,955.81	\$298,749.43

Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$27,992.17	\$27,992.17	\$41,905.26	\$3,926.28	.215

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$31,638.10	\$2,964.31	.162	\$10,267.16	\$961.97

Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$.052	\$8,510.74	\$1,581.30	\$12,648.74	\$16,396.51

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
194,658	1,000,923	77,759	4.26	30

Accidents.

	Killed.	Injured.
Other persons,	1	1

History.

Name of company making this report : The Middletown Street Railway Company.

Date of organization : Jan. 12, 1884.

Under laws of what state organized : Connecticut.

If a consolidated company, name the constituent companies:

Middletown St. R'y Co.

Portland St. R'y Co.

Date and authority for each consolidation : Jan. 29, 1898,

By vote of stockholders of each company.

Corporate Name and Address of the Company.

The Middletown Street Railway Co., 265 Main St., Middletown, Conn.

Officers of the Company.

Name.	Title.	Residence.
OLIVER GILDERSLEEVE,	President,	Portland, Conn.
A. C. ALLISON,	Vice-President,	Middletown, "
CHARLES H. CHAPMAN,	General Manager,	" "
JAMES K. GUY,	Treasurer,	" "
JAMES K. GUY,	Secretary,	" "
CHARLES H. CHAPMAN,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
OLIVER GILDERSLEEVE,	Portland, Conn.
ALBERT E. POND,	Boston, Mass.
CHAS. E. GRAHAM,	New Haven, Conn.
S. HARRISON WAGNER,	" "
JAMES K. GUY,	Middletown, "
A. C. ALLISON,	" "
JAMES DONOVAN,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	8,000	\$200,000.00	Not reported to Treasurer.
Authorized by vote of Company,	5,400	135,000.00	
Issued for actual cash, } Issued on account construction, }	.....	135,000.00	
Total amount issued, . . . . .	.....	\$135,000.00	.....

Grand total of Common and Preferred Stock now outstanding, \$135,000.00.

Amount of stock held in Connecticut, \$85,500.00.

Total number of stockholders, 39.

Total number of stockholders in State of Connecticut, 26.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First Mtge., . .	Various.	20	\$175,000	\$150,000	\$150,000	Don't know.
	Feb. 25, 1903	20	10,000	10,000	10,000	\$9,866.65
	Mar. 30, 1903	20	5,000	5,000	5,000	4,957.64
	May 13, 1903	20	5,000	5,000	5,000	4,987.50
	June 9, 1903	20	5,000	5,000	5,000	4,880.56
Total, . . . . .	.....	.....	\$200,000	\$175,000	\$175,000	\$24,692.35 1903 only.

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	{ May and June, } { November and December, }	\$7,707.93

Per mile of single track owned, 10.673 miles	{ Capital Stock issued, } { Funded Debt issued, }	\$12,648.74 16,396.61
Total,		\$29,045.35

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Organization,	\$142.03	.....	.....
Engineering and superintendence,	552.34	.....	.....
Track and roadway construction,	17,304.50	.....	.....
Electric line construction,	3,258.07	.....	.....
Cars,	204.40	.....	.....
Electric equipment of cars,	1,270.25	.....	.....
Park equipment,	427.95	.....	.....
Grand Total,	\$23,159.54	\$275,579.89	\$298,749.43
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	\$27,992.17

Statement in Detail of Additions to Construction and Equipment during the Year.

Built about 1½ miles new track, the same including new work on Asylum Street, Grand Street, Lincoln, No. High, Park Place, Washington, Mt. Vernon, and Pine Streets, Pleasant Street, and on private right of way at Lakeview Park. Bought registers, fixtures, etc., for two new cars, which cars were not received until after July 1st; also bought motors for same cars.

Income Account for the Year ending June 30, 1903.

Gross earnings from operation,	\$41,905.26	
Less operating expenses (excluding all taxes),	31,638.10	
Net earnings from operation,		\$10,267.16
Gross income from all sources,		\$10,267.16
Deductions from income as follows, viz.:		
Taxes, { State,	\$1,581.30	
{ Other than above,	18.70	
Interest on funded debt,	8,187.50	
Interest on floating debt,	323.24	
Miscellaneous,		10,110.74
Net income from all sources,		\$156.42
Surplus for year ending June 30, 1903,		\$156.42

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:		
Cash fares,	\$37,592.55	
Ticket fares,	3,750.17	
From other sources:		
Mail,	332.04	
Boat account,	230.50	
Total gross earnings,		\$41,905.26

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures:		
Maintenance of track and roadway,	\$518.26	
Maintenance of electric line,	617.89	
Maintenance of buildings and fixtures,	260.79	
Equipment:		
Maintenance of electric plant,	191.62	
Maintenance of cars,	1,244.99	
Maintenance of electric equipment of cars,	1,708.55	
Maintenance of miscellaneous equipment,	206.30	
Miscellaneous shop expenses,	29.77—	4,778.17

TRANSPORTATION.

Operation of Power Plant :

Hired power,	\$8,168.41
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Operation of Cars :

Wages of conductors,	4,879.75	
Wages of motormen,	4,629.80	
Wages of car house employees,	670.25	
Car service supplies,	412.92	
Miscellaneous car service expenses,	95.88	
Cleaning and sanding track,	281.71	
Removal of snow and ice,	216.80 —	19,355.52

GENERAL.

Salaries of general officers,	\$1,700.04	
Salaries of clerks,	749.00	
Printing and stationery,	361.90	
Miscellaneous office expenses,	257.98	
Stable expenses,	292.92	
Advertising and attractions,	2,036.23	
Miscellaneous general expenses,	1,095.20	
Damages,	175.68	
Rent of land and buildings,	138.52	
Insurance,	696.94 —	7,504.41
Total operating expense,		\$31,638.10

Operating cost, 75.5% of earnings (excluding taxes); operating cost, 79.3% of earnings (including taxes); operating cost, 1.62 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$158.46
Gross earnings from operation,	41,905.26
Bills payable,	4,000.00
Sale of bonds,	24,692.35
	<hr/>
	\$70,756.07

Disbursements :

Operating expenses,	\$31,638.10
Materials and supplies,	524.06
Taxes,	1,600.00
Interest,	8,510.74
Construction and equipment,	23,169.54
Bills payable,	3,800.00
Insurance fund,	294.22
Cash on hand June 30, 1903,	1,219.41
	<hr/>
	\$70,756.07

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$275,579.89	Construction and equipment,	\$298,749.43	\$23,169.54	.....
	Current assets, as follows, viz.:			
158.46	Cash on hand,	1,219.41	1,060.95	.....
25.00	Bills receivable,	25.00	.....	.....
.....	Prepaid insurance,	225.00	225.00	.....
3,225.54	Material and supplies on hand,	4,948.37	1,722.83	.....
1,245.43	Insurance fund,	1,539.65	294.22	.....
26.80	Liability insurance, . . . . .	.....	.....	\$26.80
.....	Discount on bonds,	307.65	307.65	.....
13,269.07	Profit and loss,	13,112.65	.....	156 42
\$293,530.19	Total,	\$320,127.16	\$26,780.19	\$183.22

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
\$135,000.00	Capital stock,	\$135,000.00	.....
150,000.00	Funded debt,	175,000.00	\$25,000.00
	Current liabilities, as follows, viz.:		
5,800.00	Loans and notes payable,	6,000.00	200.00
2,730.19	Miscellaneous current liabilities,	4,127.16	1,396 97
\$293,530.19	Total,	\$320,127.16	\$26,596.97

Traffic, Mileage, and Miscellaneous Statistics.

Complimentary,	27,368
Number of paying passengers carried,	829,930
Number of transfer passengers carried,	143,625
Total number passengers carried,	1,000,923
Number of paying passengers per mile of main track operated,	77,759
Number of transfer points,	2
Passenger car mileage,	194,658.3
Total car mileage,	194,658.3
Receipts per paying passenger, . . . . .	.054
Receipts per total passengers carried, . . . . .	.042
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year,	30
Aggregate amount of salaries and wages paid,	\$21,609.55
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: No commutation tickets sold.	

	Number.
Car houses,	3
Horses owned,	1
Number of vehicles,	3

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	10.673	10.673
Length of sidings and turnouts,	1.203	1.203
Total computed as single track,	11.876	11.876

RAILS.

Name of rails, "T"; weight per yard, 48, 52, 60 lbs.; miles of steel, 11.876.
Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Macadam,	2.526

CARS, ETC.

	Total Number.	Equipped with motors.	Vestibule, full.	Vestibule, half.	Equipped with power brakes.	Equipped with electric heaters.	Equipped with stoves.
Closed cars,	9	9	4	5	4	6	7
Open cars,	15	7	..	..	..	..	..
Work cars,	4	..	..	..	..	..	..
Snow plows,	2	..	..	..	..	..	..
Total,	30	16	4	5	4	6	7

Employees.	Average Number of hours on duty per day.	Wages per hour.
Conductors,	10 to 12	\$.15 to \$.17
Motormen,	10 to 12	.15 to .17
Starters,	10	.20
Watchmen,	12	.15
Linemen,	10	.25
Electricians,	10	.25
Machinists and mechanics,	10	.25

List of all Accidents during Year ended June 30, 1903.

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.	
	Killed.	Injured.
Passengers, . . . . .	..	..
Employees, . . . . .	..	..
Other persons,	1	1
Total,	1	1

Amount paid for injuries and damages caused by accidents :

Paid by the Company, \$175.68

Statement of Each Accident in Detail.

October 16, 1902. Pietro Garganigo on charcoal wagon was hit by car on Sumner Street and his shoulder blade cracked.

May 7, 1903. John Long was run over and killed. Was intoxicated and lying on track near Durham Avenue.

All other accidents were of minor importance and same did not involve personal injury.

Oath.

We hereby certify that all the statements in the foregoing return* contained, to the best of our knowledge and belief, are full, just, and true.

ABEL C. ALLISON,
Vice-President.

JAMES K. GUY,
Treasurer.

STATE OF CONNECTICUT, }
MIDDLESEX COUNTY, } ss.

MIDDLETOWN, CONN., Sept. 14, 1903.

Then personally appeared the above-named Abel C. Allison, Vice-President, and James K. Guy, Treasurer of the Middletown Street Railway Company and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WALLACE K. BACON,
Notary Public.

THE MONTVILLE STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive Power.
From	To				
Norwich	New London.	10.463	.204	10.667	Electric.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$300,000.00	\$250,000	\$250,000	None.	\$46,873.53	\$455,190.86

Cost of equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$79,887.70	\$51,140.00	\$43,504.81	\$95,115.64	\$7,189.24

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.4021	\$51,249.12	\$3,872.95	.2166	\$43,866.52

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$3,316.29	.1854	\$15,000.00	\$12,500.00	\$5,625.00	\$23,893.73

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying pas- sengers per mile of main track operated.	Number of paying passen- gers per mile run.	Number employees.
\$23,893.73	236,516	1,583,626	119,130	6,664	22

Accidents.

	Killed.	Injured.
Passengers,	..	3
Other persons,	..	3
Total, .	0	6

History.

Name of company making this report : The Montville Street Railway Company,
Norwich, Conn.

Date of organization : December 20, 1900.

Under laws of what State organized : Connecticut.

Corporate Name and Address of the Company.

The Montville Street Railway Company, Norwich, Conn.; Treasurer's office,
8 Congress Street, Boston, Mass.

Officers of the Company.

Name.	Title.	Residence.
STILLMAN F. KELLEY,	President,	North Cambridge, Mass.
ARTHUR ST. J. WHITING,	Treasurer,	Framingham, "
W. A. BRISCOE,	Secretary,	Norwich, Conn.
HORATIO BIGELOW,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
STILLMAN F. KELLEY,	North Cambridge, Mass.
ARTHUR ST. J. WHITING,	Framingham, “
WM. A. TUCKER,	Boston, “
BILLINGS P. LEARNED,	New London, Conn.
WALTER LEARNED,	“ “
C. W. COMSTOCK,	Montville, “
W. A. BRISCOE,	Norwich, “

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter,	3,000	\$300,000.00	.....		.....
Authorized by vote of Co.	2,500	250,000.00	.....	6%	\$15,000.00
Issued for actual cash, .	2,500	250,000.00	\$250,000.00	.....	.....
Total amount issued, .	2,500	\$250,000.00	\$250,000.00	.....	\$15,000.00

Grand total of Common and Preferred Stock now outstanding, \$250,000.00.

Amount of stock held in Connecticut, \$2,700.00.

Total number of stockholders, 22.

Total number of stockholders in State of Connecticut, 5.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mortgage,	1900	20	\$350,000.00	\$250,000.00	\$250,000.00	\$250,000.00

Funded Debt. — Continued.

INTEREST.

Rate.	When payable.	Accrued during year.
5%	May and November.	\$12,500.00

Per mile of single track owned, 10.463 miles,	{ Capital stock issued,	\$23,893.73
	{ Funded debt issued,	23,893.73
	Total,	\$47,787.46

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Track and roadway construction,	\$706.56	\$210,000.00	\$210,706.56
Electric line construction, . . . . .	.....	55,030.00	55,030.00
Real estate used in operation of road,	3,039.58	84,120.13	87,159.71
Buildings and fixtures used in operation of road,			
Power plant equipment,	19,294.59	83,000.00	102,294.59
Cars,	771.55	72,374.30	73,145.85
Electric equipment of cars,			
Miscellaneous,	171.89	6,569.96	6,741.85
Grand Total,	\$23,984.17	\$511,094.39	\$535,078.56
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	51,140.00

Statement in detail of additions to Construction and Equipment during the Year.

Track paving,	\$706.56
Addition to power house,	3,039.58
Storage battery and fixtures,	19,294.59
Miscellaneous equipment of cars,	771.55
Miscellaneous construction,	171.89
Total,	\$23,984.17

Income Account for the Year ending June 30, 1903.

Gross earnings from operation,	\$95,115.64	
Less operating expenses (excluding all taxes),	51,249.12	
Net earnings from operation,		\$43,866.52
Income from other sources as follows, viz.:		
Advertising,	\$400.00	
Interest on deposits,	214.15—	614.15
Gross income from all sources,		\$44,480.67
Deductions from income as follows, viz.:		
Taxes, State,	5,625.00	
Interest on funded debt,	12,500.00—	18,125.00
Net income from all sources,		26,355.67
Payments from net income as follows, viz.:		
Dividend declared, 6% on \$250,000 common stock,	15,000.00	
Total,		15,000.00
Surplus for year ending June 30, 1903,		\$11,355.67
Total surplus for year ending June 30, 1903,		\$11,355.67

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers :		
Cash fares,	}	\$78,805.30
Ticket fares,		
Chartered cars,		
From other sources:		
Mail,		381.60
Sale of power,		15,928.74
Total gross earnings,		\$95,115.64

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures :		
Maintenance of track and roadway,	\$3,057.33	
Maintenance of electric line,	521.24	
Maintenance of buildings and fixtures,	276.34	
Equipment :		
Maintenance of steam plant,	944.58	
Maintenance of electric plant,	73.17	
Maintenance of cars,	1,393.94	
Maintenance of electrical equipment of cars,	2,809.01	
Miscellaneous shop expenses,	145.02—	\$9,220.63

TRANSPORTATION.

Operation of Power Plant :

Power plant wages,	\$4,065.38
Fuel for power,	12,096.10
Water for power,	267.90
Lubricants and waste for power plant,	253.72
Hired power,	4,147.64

Operation of Cars :

Wages of conductors,	} 6,934.31	
Wages of motormen,		
Wages of other employees,		2,812.36
Car service supplies,		332.55
Miscellaneous car service expenses, trackage and transfers,		2,476.48
Removal of snow and ice,	521.32—	\$33,907.76

GENERAL.

Salaries of general officers,	\$1,899.92	
Printing and stationery,	251.13	
Miscellaneous general expenses,	2,340.27	
Damages,	65.50	
Insurance,	3,563.91—	8,120.73
Total operating expenses,		\$51,249.12

Operating cost, 53.88% of earnings (excluding taxes); operating cost, 59.79% of earnings (including taxes); operating cost, .2166 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$9,517.44
Gross earnings from operation,	95,115.64
Income from other sources,	614.15
Bills payable,	6,647.81
Bills receivable, last report,	3,875.68
	<u>\$115,770.72</u>

Disbursements :

Operating expenses,	\$51,249.12
Taxes,	5,625.00
Interest,	12,500.00
Dividends,	15,000.00
Construction and equipment,	23,984.17
Bills payable, last report,	3,870.25
Accounts receivable,	2,643.63
Cash on hand June 30, 1903,	898.55
	<u>\$115,770.72</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$511,094.39	Construction and Equipm't,	\$535,078.56	\$23,984.17	.....
	Current Assets, as follows :			
9,517.44	Cash on hand,	898.55	.....	\$8,618.89
1,648.12	Bills receivable,	1,147.00	.....	501.12
.....	Prepaid insurance,	885.65	885.65	.....
2,227.56	Material and supplies on hand,	610.98	.....	1,616.58
\$524,487.51	Grand Total,	\$538,620.74	\$24,869.82	\$10,736.59

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
\$250,000.00	Capital Stock,	\$250,000.00	.....
250,000.00	Funded Debt,	250,000.00	.....
.....	Current Liabilities, as follows :		
	Audited Vouchers and Accounts, .	127.78	\$127.78
	Accrued Liabilities :		
2,083.34	Interest accrued and not yet due, .	2,083.34	.....
1,125.00	Taxes accrued and not yet due, .	1,750.00	625.00
661.91	Miscellaneous Accrued Liabilities, .	2,686.69	2,024.78
20,617.26	Profit and Loss,	31,972.93	11,355.67
\$524,487.51	Grand Total,	\$538,620.74	\$14,133.23

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,576,098
Number of transfer passengers carried,	7,528

Total number passengers carried,	1,583,626
Number of paying passengers per mile of main track operated, .	119,130
Passenger car mileage,	235,318
Chartered car mileage,	1,198
Total car mileage,	236,516
Receipt per paying passenger, . . . . .	.05
Receipt per total passengers carried, . . . . .	.049
Maximum speed, miles per hour,	17
Average number of employees (including officials) during year, .	22
Aggregate amount of salaries and wages paid,	\$19,882.35

No tickets sold at reduced rates.

	Number.
Power houses,	1
Car houses,	1
Other articles of equipment, viz.:	
Tower wagon,	1
Work car,	1
Steam Railroad Crossings at grade, unprotected (spur track),	1

Characteristics of Road and Equipment.

	Miles owned.	Miles operated under trackage rights.	Total miles operated.
*Length of first main track,	10.463	2.767	13.230
Length of sidings and turnouts, . . . . .	.204	.075	.279
Total computed as single track,	10.667	2.842	13.509

RAILS.

"T," weight per yard, 60 pounds; 10.667 miles, steel.

Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam, 1.278 miles.

CARS, ETC.

Cars.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed cars,	6	4	12	6	6	6	6
Open cars,	8	8	16	..	8	8	..
Work cars,	1	..	..	..	..	..	..
Snow plows,	3	..	..	..	..	..	..
Total,	18	12	28	6	14	14	6

	Average number of hours on duty per day.	Wages per day.
Conductors,	8½	\$1.90 for 10 h.
Motormen,	8½	1.90 for 10 h.
Starters,	10	1.90
Watchmen,	10	1.75
Roadmen,	10	1.60
Engineers,	9	3.50 and \$2.45
Firemen,	10	2.00
Electricians,	10	2.50
Machinists and mechanics,	10	1.75

List of Accidents During the Year ended June 30, 1903. .

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Passengers,	3	..	3
Other persons,	3	..	3
Total,	6	..	6

Statement of Each Accident in Detail.

July 5, 1902. Man attempted to cross the track in front of a moving car, was knocked down and one of his toes injured.

Sept. 1, 1902. Man standing up in car lost his balance as the car went around a curve and fell out, receiving a cut on head.

Oct. 21, 1902. Man who was intoxicated was lying on track. Was struck by car and had leg cut off. He afterwards died.

May 23, 1903. A man standing on running board was knocked down by a pole and received slight cut on head.

June 6, 1903. Woman jumped from moving car and received slight cuts on her hands and head.

June 27, 1903. Child attempted to cross in front of moving car, was struck by fender and received a slight cut on the head.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

STILLMAN F. KELLEY,
President.

ARTHUR ST. J. WHITING,
Treasurer.

STATE OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK, }

BOSTON, Mass., September 3, 1903.

Then personally appeared the above-named Arthur St. J. Whiting, treasurer, of The Montville Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

F. ALLEN WHITING,
Notary Public.

STATE OF MAINE, }
COUNTY OF KNOX, } ss.

CAMDEN, MAINE, September 7, 1903.

Then personally appeared the above-named Stillman F. Kelley, President, of The Montville Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

C. O. MONTGOMERY,

Notary Public.

NEWINGTON TRAMWAY COMPANY.

HARTFORD, CONN., JUNE 30, 1903.

The lands, road bed, overhead line, etc., of this company having been sold July 8, 1897, to the Hartford Street Railway Company and the Central Railway and Electric Company of New Britain, it has only eight dollars (\$8) of stock liabilities, and has practically gone out of business.

The cost of road, equipment, etc., is represented in the annual returns of the Hartford Street Railway Company and the Connecticut Railway and Lighting Company.

History.

Name of company making this report: Newington Tramway Company.

Date of organization: June 27, 1895.

Under laws of what State organized: Connecticut.

Corporate Name and Address of the Company.

Newington Tramway Company, 111-127 State Street, Hartford, Conn.

Officers of the Company.

Names.	Title.	Residence.
F. G. PLATT,	President,	New Britain, Conn.
DANIEL R. HOWE,	Treasurer,	Hartford, Conn.
DANIEL R. HOWE,	Secretary,	" "

Directors of the Company.

Names.	Residence.
F. G. PLATT,	New Britain, Conn.
C. H. NEWELL,	Lynn, Mass.
E. S. GOODRICH,	Hartford, Conn.
S. G. DUNHAM,	" "
DANIEL R. HOWE,	" "
ATWOOD COLLINS,	" "
JOHN S. BARTLETT,	Lynn, Mass.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

DANIEL R. HOWE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, CONN., Sept. 2, 1903.

Then personally appeared the above named D. R. Howe, and made oath that the foregoing certificate, by him subscribed, is true. Before me,

CHARLES A. LILLIE,
Notary Public.

NEW LONDON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Parade	{ Parade. Ocean Beach. }	7.581	.492	8.073	Elec.
Total,		7.581	.492	8.073	....

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.
\$500,000.00	\$250,000.00	\$140,000.00	\$15,500.00	\$50,229.15

Cost. construction.	Cost equipment.	Cost of con- struction and equip- ment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$255,658.10	\$183,529.63	\$57,932.69	\$33,722.21	\$70,844.21	\$9,917.99

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903. — Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile. operated.	Operating expenses per mile run.	Net earnings.
.2915	\$47,907.82	\$6,706.96	.1971	\$22,936.39

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$3,211.03	.0944	\$11,250.00	\$7,000.24	\$4,200.00	\$32,977.18

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
\$18,467.22	243,006.3	1,535,279	166,554	5,219	40

Accidents.

Passengers,	Injured.
.	1

History.

Name of company making this report: New London Street Railway Company.

Date of organization: March 7, 1888.

Under laws of what State organized: Connecticut.

Corporate Name and Address of the Company.

New London Street Railway Company, New London, Conn. Treasurer's office, 53 State Street, Boston, Mass.

Officers of the Company.

Names.	Title.	Residence.
WALTER LEARNED,	President,	New London, Conn.
WM. A. TUCKER,	Treasurer,	Boston, Mass.
WALTER LEARNED,	Secretary,	New London, Conn.
LORENZO BENTLEY,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
WALTER LEARNED,	New London, Conn.
BILLINGS P. LEARNED,	" "
JAMES HISLOP,	" "
AUGUSTUS BRANDEGEE,	" "
HORACE C. LEARNED,	" "
WILLIAM F. BELCHER,	" "
WILLIAM A. TUCKER,	Boston, Mass.

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of Shares.	Total Par Value.		Rate.	Amount.
Authorized by charter, .	5,000	\$500,000.00	.....	.....	.....
Authorized by vote of Co., .	2,500	250,000.00	.....	.....	.....
Issued for actual cash, .	2,500	250,000.00	\$250,000.00	4½	\$11,250
Total amount issued, .	2,500	\$250,000.00	\$250,000.00	..	\$11,250

Grand total of Common and Preferred Stock now outstanding, \$250,000.00.

Amount of stock held in Connecticut, \$67,400.00.

Total number of stockholders, 79.

Total number of stockholders in State of Connecticut, 36.

Funded Debt.

Description of mortgages, bonds, etc.	Date of Issue.	Term of Years.	Amount Authorized.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
1st Mortgage	Oct. 1, 1893	30	\$150,000.00	\$140,000.00	\$140,000.00	\$140,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	April and October.	\$7,000.24

Per mile of single track owned, 7.581 miles, }	Capital stock issued, .	\$32,977.18
	Funded debt issued, .	18,467.22
	Total, . . .	\$51,444.40

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Track and roadway construction, . . .	\$5,401.31	\$141,393.86	\$146,794.67
Electric line construction, . . .	1,809.14	72,632.34	74,441.48
Real estate used in operation of road, . . .	.....	14,324.00	14,324.00
Buildings and fixtures used in operation of road, . . .	7,502.79	12,595.16	20,097.95
Power plant equipment, . . .	.....	76,329.60	76,329.60
Cars and electric equipment of cars, . . .	15,270.34	91,645.09	106,915.43
Miscellaneous, horses, . . .	.....	180.00	180.00
Office furniture, . . .	.....	104.60	104.60
Grand total, . . .	\$29,983.58	\$409,204.15	\$439,187.73
Cost of Construction and Equipment per mile of road owned, . . .	.....	.....	\$57,932.69

**Statement in Detail of Additions to Construction and Equipment
during the Year.**

Miscellaneous track and roadway construction,	\$5,401.31
Miscellaneous electric line construction,	1,809.14
Addition to car barn,	7,502.79
Additional cars and equipment of same,	15,270.34
Total,	<u>\$29,983.58</u>

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$70,844.21	
Less operating expenses (excluding all taxes),	47,907.82	
Net earnings from operation,		\$22,936.39
Income from other sources as follows, viz.:		
Advertising,	\$400.00	
Rent of land and buildings,	240.00	
Rent of tracks and terminals,	907.68	
Interest on deposits,	112.13—	\$1,659.81
Gross income from all sources,		<u>\$24,596.20</u>
Deductions from income as follows, viz.:		
Taxes, State,	\$4,200.00	
Interest on funded debt,	7,000.24—	\$11,200.24
Net income from all sources,		<u>\$13,395.96</u>
Payments from net income as follows, viz.:		
Dividends declared, $4\frac{1}{2}\%$ on \$250,000 Common stock,	\$11,250.00—	\$11,250.00
Surplus for year ending June 30, 1903,		<u>\$2,145.96</u>
Debits to profit and loss account during the year (specifying same):		
Bonus to employees, \$310.00		
Legal expenses and franchises, 2,335.82		
Total debits,	\$2,645.82	
Net amount debited to profit and loss,		<u>\$2,645.82</u>
Total deficit for year ending June 30, 1903,		<u>\$499.86</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From Passengers:

Cash fares,	}	\$66,638.10
Ticket fares,		
Chartered cars,		

From Other Sources:

Power,	4,147.64	
Transfers,	68.47	
Total gross earnings,		<u>\$70,844.21</u>

Operating Expense Account.

MAINTENANCE.

Way and Structures:

Maintenance of track and roadway,	\$4,621.22	
Maintenance of electric line,	1,777.49	
Maintenance of buildings and fixtures,	643.60	

Equipment :

Maintenance of steam plant,	241.17	
Maintenance of electric plant,	86.67	
Maintenance of cars,	1,969.08	
Maintenance of electrical equipment of cars,	2,058.73—	\$11,397.96

TRANSPORTATION.

Operation of Power Plant :

Power plant wages,	\$3,414.99	
Fuel for power,	9,242.04	
Water for power,	360.00	
Lubricants and waste for power plant,	301.87	

Operation of Cars :

Wages of conductors,	} 13,232.60	
Wages of motormen,		
Wages of other employees,	2,613.80	
Car service supplies,	283.21	
Removal of snow and ice,	378.82—	29,837.33
Amount carried forward,		\$41,225.29

GENERAL.

Salaries of general officers,	\$2,850.04	
Printing and stationery,	268.76	
Stable expenses,	198.75	
Miscellaneous general expenses,	2,123.70	
Damages,	30.50	
Insurance,	1,210.78—	6,682.53
Total operating expenses,		\$47,907.82

Operating cost, 67.62% of earnings (excluding taxes); operating cost, 73.55% of earnings (including taxes); operating cost, .197 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	\$12,836.48
Gross earnings from operation (Table C),	70,844.21
Income from other sources (Table C),	1,659.81
Bills payable,	31,531.82
Accounts receivable, last report,	660.85
	<u>\$117,533.17</u>

Disbursements:

Operating expenses,	\$47,907.82
Taxes,	4,200.00
Interest,	7,000.24
Dividends,	11,250.00
Construction and equipment,	29,983.58
Bills payable, last report,	12,453.26
Accounts receivable,	1,459.26
Profit and loss debits,	2,645.82
Cash on hand June 30, 1903,	633.19
	<hr/> \$117,533.17

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$409,204.15	Construction and Equipment (as per Table B),	\$439,187.73	\$29,983.58	.....
12,836.48	Current Assets, as follows, viz.:	633.19	.....	\$12,203.29
660.85	Cash on hand,	1,459.26	798.41	.....
	Bills Receivable,			
\$422,701.48		\$441,280.18	\$30,781.99	\$12,203.29

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$250,000.00	Capital Stock (as per Table A),	\$250,000.00	.....	.....
140,000.00	Funded Debt (as per Table A),	140,000.00	.....	.....
.....	Current Liabilities, as fol- lows, viz.:			
.....	Loans and Notes Payable,	15,500.00	15,500.00	.....
.....	Audited Vouch'rs and Accts.	1,183.00	1,183.00	.....
.....	Miscellaneous Current Lia- bilities,	1,010.04	1,010.04	.....
	Accrued Liabilities:			
1,749.75	Interest accrued and not yet due,	1,749.99	.24	.....
1,620.00	Taxes accrued and not yet due,	2,420.00	800.00	.....
9,083.51	Miscellaneous accrued liabil- ities,	9,668.79	585.28	.....
20,248.22	Profit and Loss,	19,748.36	.....	\$499.86
\$422,701.48		\$441,280.18	\$19,078.56	\$499.86

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,268,262
Number of transfer passengers carried,	193,670
Total number of passengers carried,	1,535,279
Number of paying passengers per mile of main track operated,	177,553
Passenger car mileage,	243,006
Total car mileage,	243,006
Receipts per paying passenger,	\$.0558
Receipts per total passengers carried,	\$.0461
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	40
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rate sold : Children school ticket books, 25 tickets for \$1.00; and rebate of 25 cts. for the covers, making tickets for children 3 cts., good only on school days.	

	Number.
Power houses,	1
Car houses,	1
Horses owned,	1
Number of vehicles,	3
Other articles of equipment, viz. :	
Walkaway scraper,	1
Dirt car,	1
Steam railroad crossings over grade,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Total miles operated.
Length of first main track,	6.265	.438	5.827
Length of second main track,	1.316	.....	1.316
Total miles owned,	7.581	.438	7.143
Length of sidings and turnouts, . . . . .	.492	....	.492
Total computed as single track,	8.073	.438	7.635

RAILS.

Name of rails, "T."

Weight per yard, 48 lbs; steel (miles of), 8.073.

Gauge of track, 4 feet 8½ inches.

Characteristics of Road and Equipment. — Continued.

PAVING.

	Miles.
Belgium block, . . . . .	.770
Macadam,	4.369
Total,	5.139

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Equipped with other power brakes.	Double truck.	Equipp'd with electric heaters.
Closed cars,	10	7	20	3	7	3	3	10
Open cars,	18	18	36	..	..	..	2	..
Snow plows,	2	..	..	..	..	..	..	..
Total,	30	25	56	3	7	3	5	10

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9	\$1.75, \$1.80, and \$1.90
Motormen,	9	1.75, 1.80, " 1.90
Starters,	9	1.90
Watchmen,	9	1.90
Roadmen,	10	1.50
Linemen,	10	2.00
Engineers,	10	2.29 " 2.86
Firemen,	12	2.00
Electricians,	10	2.00
Machinists and mechanics,	10	2.00

List of All Accidents during Year ended June 30, 1903.

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	1
Other persons,
Total,	1	..	1

Statement of Each Accident in Detail.

Aug. 12, 1902. Man stepped off car while it was in motion, falling upon the pavement; injuries not serious.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WALTER LEARNED,
President.

WM. A. TUCKER,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

NEW LONDON, Sept. 1, 1903.

Then personally appeared the above-named Walter Learned, President, and made oath that the foregoing certificate, by him subscribed, is true.

Before me, GEORGE WHITTLESEY,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

Boston, September 8, 1903.

Then personally appeared the aboved-named William A. Tucker, and made oath that the foregoing certificate, by him subscribed, is true.

Before me, DANIEL P. SNOW,
Justice of the Peace.

NORWICH STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From —	To —				
Baltic	Franklin Square.	8.375	.341	8.716	Electricity.
Yantic	" "	4.883	.309	5.192	
Backus Corner	" "	1.770	.....	1.770
Thamesville	" "	1.070	.....	1.070
Laurel Hill	" "	.906	.....	.906
Total,		17.004	.650	17.654

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.
\$600,000.00	\$350,000.00	\$350,000.00	\$32,000.00	\$41,463.69

Cost construction.	Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$588,169.05	\$164,722.44	\$44,277.31	\$34,590.04	\$115,530.09	\$6,794.28

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
.2778	\$71,990.92	\$4,233.76	.1731	\$43,539.17	\$2,560.52

Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
.1047	\$12,500.00	\$19,884.35	\$5,400.00	\$20,583.38	\$20,583.38

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
415,745	2,641,058	135,323	5.53	75

Accidents.

	Injured.
Passengers,	1
Other persons,	3
Total,	4

History.

Name of company making this report: Norwich Street Railway Company.

Date of organization: 1882.

Under laws of what State organized: Connecticut.

Corporate Name and Address of the Company.

Norwich Street Railway Company, Norwich, Conn. Treasurer's office, 8 Congress Street, Boston, Mass.

Officers of the Company.

Name.	Title.	Residence.
STILLMAN F. KELLEY,	President,	North Cambridge, Mass.
BILLINGS P. LEARNED,	Vice-President,	New London, Conn.
ARTHUR ST. J. WHITING,	Treasurer,	Framingham, Mass.
HORATIO BIGELOW,	Secretary,	Norwich, Conn.
HORATIO BIGELOW,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
STILLMAN F. KELLEY,	North Cambridge, Mass.
BILLINGS P. LEARNED,	New London, Conn.
COSTELLO LIPPITT,	Norwich, "
STEPHEN B. MEECH,	" "
ASA BACKUS,	" "
W. A. BRISCOE,	" "
WM. A. TUCKER,	Boston, Mass.

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter,	6,000	\$600,000.00	.....	5% on \$250,000	\$12,500.00
Authorized by vote of Co.,	3,500	350,000.00	.....	.....	.....
Issued for actual cash,	3,500	350,000.00	\$350,000.00	.....	.....
Total amount issued,	3,500	\$350,000.00	\$350,000.00	.....	\$12,500.00

Grand total of Common Stock now outstanding, \$350,000.00.

Amount of stock held in Connecticut, \$11,300.00.

Total number of stockholders, 64.

Total number of stockholders in State of Connecticut, 10.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mtge, .	Oct. 1, 1893	30	\$350,000.00	\$350,000.00	\$350,000.00	\$350,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	April and October.	\$17,500.00

Per mile of single track owned, 17.004 miles, {	Capital stock issued,	\$20,583.38
	Funded debt issued,	20,583.38
Total,		\$41,166.76

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Track and roadway construction, .	\$22,487.69	\$385,232.24	\$407,719.93
Electric line construction, .	9,694.09	145,064.63	154,758.72
Real estate used in operation of road, .	.....	9,525.00	9,525.00
Buildings and fixtures used in operation of road,	1,400.00	13,765.40	15,165.40
Investment real estate, . . . . .	.....	1,000.00	1,000.00
Cars;	43,257.69	121,214.75	164,472.44
Electric equipment of cars,			
Miscellaneous equipment, horses, .	.....	250.00	250.00
Grand total,	\$76,839.47	\$676,052.02	\$752,891.49
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	44,277.31

Statement in Detail of Additions to Construction and Equipment during the Year.

Laying heavier rails and additional track work,	\$22,487.69
Additional work on electric line,	9,694.09
Additional land for car barn,	1,400.00
Additional cars and equipment,	43,257.69
Total,	\$76,839.47

Income Account for the Year ending June 30, 1903.

Gross earnings from operation,	\$115,530.09	
Less operating expenses (excluding all taxes),	71,990.92	
Net earnings from operation,		\$43,539.17
Income from other sources as follows, viz.:		
Advertising,	\$624.00	
Rent of tracks and terminals,	1,503.86	
Miscellaneous,	240.00	\$2,367.86
Gross income from all sources,		\$45,907.03
Deductions from income as follows, viz.:		
Taxes, State,	\$5,400.00	
Interest on funded debt,	17,500.00	
Interest on floating debt,	2,384.35	\$25,284.35
Net income from all sources,		\$20,622.68
Payments from net income as follows, viz.:		
Dividends declared, 5% on \$250,000.00 common stock,		12,500.00
Surplus for year ending June 30, 1903,		\$8,122.68
Debits to profit and loss account during the year (specifying same):		
Expenses in connection with stock issue,		250.00
Total surplus for year ending June 30, 1903,		\$7,872.68

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers :		
Cash fares,	}	\$115,056.85
Ticket fares,		
Chartered cars,		
From other sources :		
Mail,		473.24
Total gross earnings,		\$115,530.09

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures :		
Maintenance of track and roadway,	\$5,616.49	
Maintenance of electric line,	1,724.35	
Maintenance of buildings and fixtures,	318.28	
Equipment :		
Maintenance of cars,	3,318.92	
Maintenance of electrical equipment of cars,	4,531.26—	\$15,509.30

TRANSPORTATION.

Operation of Power Plant :

Hired power,	\$15,928.74
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Operation of Cars :

Wages of conductors and motormen,	26,082.04
Wages of other employees,	2,688.14
Car service supplies,	588.71
Removal of snow and ice,	742.96
	\$46,025.59

GENERAL.

Salaries of general officers,	\$2,899.96
Printing and stationery,	318.60
Stable expenses,	749.19
Miscellaneous general expenses,	3,121.28
Damages,	418.42
Rent of land and buildings,	705.04
Insurance,	2,243.54
	\$10,456.03
Total operating expenses,	\$71,990.92

Operating cost, 62.31% of earnings (excluding taxes) ; operating cost, 66.98% of earnings (including taxes) ; operating cost, .1731 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$3,846.00
Gross earnings from operation,	115,530.09
Income from other sources,	2,867.86
Bills payable,	64,152.32
Bills receivable, last report,	354.80
Sale of 1,000 shares of stock,	100,000.00
	\$286,251.07

Disbursements :

Operating expenses,	\$71,990.92
Taxes,	5,400.00
Interest,	19,884.35
Dividends,	12,500.00
Construction and equipment,	76,839.47
Bills payable, last report,	55,652.77
Bills receivable,	797.80
Profit and loss debit,	250.00
Cash on hand June 30, 1903,	42,935.76
	\$286,251.07

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$676,052.02	Construction and equip- ment,	\$752,891.49	\$76,839.47	.....
3,846.00	Current assets, as follows :			
354.80	Cash on hand,	42,935.76	39,089.76	.....
.....	Bills receivable, . . .	102.00	.....	\$252.80
	Prepaid Insurance, . .	695.80	695.80	.....
\$680,252.82	Grand Total, . . .	\$796,625.05	\$116,625.03	\$252.80

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$250,000.00	Capital Stock,	\$350,000.00	\$100,000.00	.....
350,000.00	Funded debt,	350,000.00	.....	.....
38,000.00	Current Liabilities, as follows:			
13,277.78	Loans and notes payable,	32,000.00	.....	\$6,000.00
4,374.99	Miscellaneous current li- abilities,	26,610.24	13,332.46	.....
.....	Accrued Liabilities :			
24,600.05	Interest accrued and not yet due,	4,374.99	.....	.....
	Taxes accrued and not yet due,	1,167.09	1,167.09	.....
	Profit and loss,	32,472.73	7,872.68	.....
\$680,252.82	Total,	\$796,625.05	\$122,372.23	\$6,000.00

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	2,301,137
Number of transfer passengers carried,	339,921
Total number passengers carried,	2,641,058
Number of paying passengers per mile of main track operated,	135,323
Number of transfer points,	5
Passenger car mileage,	415,745
Total car mileage,	415,745
Receipt per paying passenger, . . . . .	.05
Receipt per total passengers carried, . . . . .	.044
Maximum speed, miles per hour,	9.44
Average number of employees (including officials) during year,	75
Aggregate amount of salaries and wages paid,	\$28,770.18
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: No tickets sold at reduced rates.	

Car houses.	Number.
Horses owned,	2
Number of vehicles : 1 sleigh, 1 express wagon, 1 Concord wagon.	3
Other articles of equipment, viz. :	
1 horse snow-plow.	
2 levelers.	
1 tower wagon.	
1 double dump-cart.	
1 single dump-cart.	
3 trail cars.	

Steam railroad crossings at grade, protected by signal or interlocking devices,	1
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Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	17.004	17.004
Length of sidings and turnouts, . . . . .	.650	.650
Total computed as single track,	17.654	17.654

RAILS.

Name of.	Weight per yard.	Steel (miles of).
" T, "	48 and 60 lbs.	17.234
Girder Tram,	90 "	.430
Total miles of, . . . . .	.....	17.654

Gauge of track, 4 feet 8½ inches.

PAVING.

Belgium block,	Miles.
Macadam, . . . . .	.531
Total,	10.083
	10.614

Characteristics of Road and Equipment. — Continued.

Cars, etc.	Total number.	Equipped with motors.	Fenders, No. of.	Vestibule, full.	Vestibule, half.	Equipped with air brake.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.
Closed,	19	9	38	4	15	..	4	4	19
Open,	21	21	42	..	..	4	3	7	..
S. Plows,	3	1	..	..	..	..	..	..	..
Total,	43	31	80	4	15	4	7	11	19

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	8	\$1.90 per 10 hours.
Motormen,	8	1.90 " "
Starters,	10	2.00 " "
Watchmen,	10	1.85
Roadmen,	10	1.60
Linemen,	10	2.25
Electricians,	10	2.50
Machinists and mechanics,	10	1.75

List of all Accidents during Year ended June 30, 1903.

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.	
	Killed.	Injured.
Passengers,	1
Employees,
Other persons,	3
Total,	4

Statement of all Accidents in Detail.

Aug. 24, 1902. A lady stepped off a moving car, and fell and cut her face.

Dec. 29, 1902. Boy, coasting on street which crosses car track, ran into car, injuring one of his fingers.

April 5, 1903. Man, driving a team in front of an open car, was thrown out, and his shoulder was bruised.

May 11, 1903. Boy stepped in front of a moving car; was knocked down and slightly bruised.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

STILLMAN F. KELLEY,

President.

ARTHUR ST. J. WHITING,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS, } ss. BOSTON, MASS., Sept. 3, 1903.
COUNTY OF SUFFOLK,

Then personally appeared the above-named Arthur St. J. Whiting, Treasurer of the Norwich Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me, F. ALLEN WHITING,
Notary Public.

STATE OF MAINE, } ss.
COUNTY OF KNOX,

CAMDEN, MAINE, Sept. 7, 1903.

Then personally appeared the above-named Stillman F. Kelley, President of the Norwich Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

C. O. MONTGOMERY,
Notary Public.

THE PEOPLE'S TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Three Months ending Sept. 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From —	To —				
North Grosvenordale	Danielson	15.939	.500	16.439	Electricity.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.
\$400,000.00	\$400,000.00	\$600,000.00	\$314,867.52	\$79,984.00

Cost of construction.	Cost of equipment.	Cost of construction and equipment per mile of road owned.	Gross earnings.	Gross earnings per mile operated.
Road built by contract.	*\$1,300,000.00	\$81,560.95	\$23,211.37	\$1,456.30

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$.219	\$11,938.39	\$749.00	\$.112	\$11,272.98

*Amount paid to contractors \$1,300,000.

Summary of Financial Condition and Results of Operation, Three Months ending Sept. 30, 1902. — Continued.

Net earnings per mile operated.	Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$707.29	\$1.064	\$7,500.00	\$5,541.97	\$25,095.67

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$37,643.51	105,956	462,639	29,025	4.36	45

Accidents.

Persons injured, 4.

History.

Name of company making this report: The People's Tramway Company.

Date of organization: Chartered June 30, 1893. Organized April 26, 1898.

Under laws of what state organized: State of Connecticut.

Special acts of Connecticut, vol. xi, p. 1045; vol. xii, p. 192; vol. xii, p. 1037; vol. xiii, p. 387; vol. xiii, p. 749.

If a consolidated company, name the constituent companies: The People's Tramway Company and the Putnam & Thompson Street Railway Company.

The People's Tramway Company charter and amendments, Special Acts of Connecticut, vol. xi, p. 1045; vol. xii, p. 192; vol. xii, p. 1037; vol. xiii, p. 387; vol. xiii, p. 749.

The Putnam & Thompson Street Railway Company charter and amendments, Special Acts of Connecticut, vol. xi, p. 746; vol. xii, p. 395; vol. xii, p. 1026; vol. xiii, p. 350.

Date and authority for each consolidation: The power and authority under the charters (and amendments thereto) of each corporation, to be found in the citations above; also the action taken by vote of the stockholders of each corporation.

What carrier operates the road of this company: The road formerly owned by this company has been since Sept. 30, 1902, owned and operated by The Worcester & Connecticut Eastern Railway Company.

Corporate Name and Address of the Company.

The People's Tramway Company.

Officers of the Company.

Name.	Title.	Residence.
F. A. JACOBS,	President.	Danielson, Conn.
E. N. SANDERSON,	General Manager,	New York, N. Y.
H. HOBART PORTER, JR.,	Treasurer,	Lawrence, L. I.
H. HOBART PORTER, JR.,	Secretary,	" "
J. E. S. CAIN,	Superintendent,	Putnam, Conn.

Directors of the Company.

Name.	Residence.
F. A. JACOBS,	Danielson, Conn.
H. HOBART PORTER, JR.,	Lawrence, L. I.
E. N. SANDERSON,	New York, N. Y.
WARREN D. CHASE,	Hartford, Conn.
HARRY E. BACK,	Danielson, "
J. STANLEY THORNTON,	Putnam, "
J. BOIES POTTER,	Webster, Mass.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	Number of shares.	Total par value.	
Authorized by charter,	4,000	\$400,000.00	.....
Authorized by vote of Company,	4,000	400,000.00	.....
Issued for actual cash,	4,000	400,000.00	\$400,000.00
Total amount issued,	4,000	\$400,000.00	\$400,000.00

Grand total of Common and Preferred Stock now outstanding, \$400,000.00.

Amount of stock held in Connecticut, \$399,800.00.

Total number of stockholders, 7.

Total number of stockholders in State of Connecticut, 5.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount Outstanding.	Cash realized on amount issued.
1st mortgage, gold bonds,	Oct. 2, 1899	30	\$600,000.00	\$600,000.00	\$600,000.00	\$600,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5%	January 1 and July 1.	\$7,500.00

Per mile of single track owned, 15.939 miles,	{ Capital stock issued, \$25,095.67 Funded debt issued, 37,643.51
Total,	\$62,739.18

Construction and Equipment Accounts.

Road was built under contract ; no details available.

Cost of construction and equipment per mile of road owned, \$81,560.95.

Total cost to June 30, 1903, \$1,300,000.00.

Income Account for Three Months ending Sept. 30, 1902.

Gross earnings from operation,	\$23,211.37	
Less operating expenses (excluding all taxes),	11,938.39	
Net earnings from operation,		\$11,272.98
Income from other sources as follows, viz.:		
Advertising,	\$82.55	
Rent of lands and buildings,	18.00	
Miscellaneous — sale of power,	535.62	636.17
Gross income from all sources,		\$11,909.15
Deductions from income as follows, viz.:		
Taxes { On property not used in operation of road,— State,	\$5,541.97	
Interest on funded debt,	7,500.00	
Miscellaneous,		\$13,041.97
Deficit for three months ending Sept. 30, 1902,		\$1,132.82
Credits to profit and loss account during the year:		
Rent of real estate previous year,	\$21.25	
Total credits,	\$21.25	
Debits to profit and loss account during the year:		
Old accounts written off,	23.22	
Net amount debited to profit and loss,		1.97
Total deficit for 3 months ending Sept. 30, 1902,		\$1,134.79

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From Passengers :

Cash fares,	\$22,957.00
Ticket fares,	104.97
Chartered cars,	110.10

From other sources:

Freight,	6.85
Express,	32.45

Total gross earnings,	<u>\$23,211.37</u>
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Operating Expense Accounts.

MAINTENANCE.

Way and Structures :

Maintenance of track and roadway,	\$503.21
Maintenance of electric line,	103.32
Maintenance of buildings and fixtures,	23.47

Equipment:

Maintenance of steam plant,	15.52
Maintenance of electric plant,	34.25
Maintenance of cars,	349.14
Maintenance of electrical equipment of cars,	1,111.74
Maintenance of miscellaneous equipment,	7.39
Miscellaneous shop expenses,	59.28 — \$2,207.32

TRANSPORTATION.

Operation of Power Plant:

Power plant wages,	\$1,105.38
Fuel for power,	1,266.28
Water for power,	5.70
Lubricants and waste for power plant,	37.29
Miscellaneous supplies and expenses of power plant,	231.89

Operation of cars:

Superintendence of transportation,	328.53
Wages of conductors,	1,528.14
Wages of motormen,	1,463.84
Wages of car house employees,	419.85
Car service supplies,	64.04
Miscellaneous car service expenses,	78.30
Cleaning and sanding track,	138.20 — \$6,672.44

GENERAL.

Salaries of clerks,	\$459.98	
Printing and stationery,	73.18	
Miscellaneous office expenses,	69.21	
Storeroom expenses,	16.70	
Advertising and attractions,	1,352.34	
Miscellaneous general expenses,	141.01	
Damages,	840.74	
Rent of tracks and terminals,	1.00	
Insurance,	104.47	\$3,058.63
Total operating expenses,		<u>\$11,938.39</u>

Operating cost, 51.4% of earnings (excluding taxes); operating cost, 75.3% of earnings (including taxes); operating cost, 11.26 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	\$2,529.76
Gross earnings from operation,	23,211.87
Income from other sources,	636.17
Accounts receivable, June 30, 1902,	3,469.90
Accounts payable, September 30, 1902,	301,825.55
Materials and supplies, June 30, 1902,	2,353.55
Unearned insurance premiums, June 30, 1902,	858.10
Debit to profit and loss account,	21.25
	<u>\$334,905.65</u>

Disbursements:

Operating expenses,	\$11,938.39
Materials and supplies,	1,423.66
Construction and equipment,	275,000.00
Accounts receivable, September 30, 1902,	2,856.97
Accounts payable, June 30, 1902,	26,516.96
Unearned insurance premiums, September 30, 1902,	637.68
Outstanding tickets, June 30, 1902,	50.97
Special account,	40.00
Credit to profit and loss account,	23.22
Cash on hand June 30, 1903,	16,417.80
	<u>\$334,905.65</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, Sept. 30, 1902.	Increase, 3 months ending Sept. 30, 1902.	Decrease, 3 months ending Sept. 30, 1902.
\$1,025,000.00	Construction and equipm't,	\$1,300,000.00	\$275,000.00	.....
	Current assets, as follows:			
2,529.76	Cash on hand,	16,417.80	13,888.04	.....
858.10	Prepaid insurance,	637.68	.....	\$220.42
1,513.98	Material and supplies on hand,	1,423.66	.....	90.32
3,469.90	Accounts receivable,	2,856.97	.....	612.93
839.57	Materials on hand, park account, . . . . .	.....	.....	839.57
\$1,034,211.31	Totals,	\$1,321,336.11	\$288,888.04	\$1,763.24

Total, June 30, 1902.	Liabilities.	Total, 3 months, Sept. 30, 1902.	Increase, 3 months ending Sept. 30, 1902.	Decrease, 3 months ending Sept. 30, 1902.
\$400,000.00	Capital stock,	\$400,000.00	.....	.....
600,000.00	Funded debt,	600,000.00	.....	.....
	Current liabilities, as fol- lows:			
25,000.00	Loans and notes payable,	300,000.00	\$275,000.00	.....
1,516.96	Audited vouchers and ac- counts,	1,825.55	308.59	.....
.....	Accrued liabilities:			
.....	Interest accrued and not yet due,	7,500.00	7,500.00	.....
.....	Taxes accrued and not yet due,	5,541.97	5,541.97	.....
50.97	Outstanding tickets, . . . . .	.....	.....	\$50.97
40.00	Special acct., park rents, . . . . .	.....	.....	40.00
7,603.38	Profit and loss,	6,468.59	.....	1,134.79
\$1,034,211.31	Total,	\$1,321,336.11	\$288,350.56	\$1,225.76

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	462,639
Passenger car mileage,	105,956
Receipts per paying passenger, . . . . .	.049
Receipts per total passengers carried, . . . . .	.049
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year,	45
Aggregate amount of salaries and wages paid,	\$8,111.19

State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: A special ticket, good only between North Grosvenordale and Grosvenordale, is sold to the Grosvenordale company only for use by their employees by special arrangement.

	Number.
Power houses,	1
Sub-stations,	1
Car houses,	1
Steam railroad crossings over grade,	3
Steam railroad crossings under grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Total Miles operated.
Length of first main track,	15.939	15.939
Length of sidings and turnouts, . . . . .	.500	.500
Total computed as single track,	16.439	16.439

RAILS.

Name of rails, "T"; weight per yard, 56 lbs.; steel (miles of), 16.439.
Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Macadam,	1.415

CARS, ETC.

	Total number.	Equipped with motors.	Vestibule, full.	Equipped with other power brake.	Double track.	Equipped with electric heaters.	Equipped with stoves.
Closed cars,	6	6	6	.....	.....	6	.....
Open cars,	14	14	.....	6	6	.....	.....
Work cars,	1	.....	.....	.....	.....	.....	.....
Snow plows,	1	1	.....	.....	.....	.....	1
Total,	22	21	6	6	6	6	1

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$1.70
Motormen,	10	1.70
Watchmen,	11	1.71
Roadmen,	10	1.30
Engineers,	12	2.00
Firemen,	13	1.50

List of all Accidents During Year ended Sept. 30, 1902.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other persons,	3	..	1	..	4
Total,	3	..	1	..	4

Statement of Each Accident in Detail.

July 21, 1902. Main Street, Elmvile. Horse frightened at cars, threw driver Daniel Mitchell, face cut.

Aug. 8, 1902. Main Street, Danielson. Collision between car and team, throwing out two ladies from the team, Ida Cummings and Mrs. Blackman. They were shaken up.

Sept. 1, 1902. Grove Street, Putnam. Mrs. Ferguson started to leave car while it was in motion. No apparent injuries.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FREDERICK A. JACOBS,

President.

H. HOBART PORTER, JR.,

Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF WINDHAM, } ss.

DANIELSON, September 15, 1903.

Then personally appeared the above-named Frederick A. Jacobs, President of the People's Tramway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

FRANK T. PRESTON,

Justice of the Peace.

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK, } ss.

September 14, 1903.

Then personally appeared the above-named H. Hobart Porter, Jr., Treasurer of The People's Tramway Company, and made oath that the foregoing certificate, by him subscribed, is true.

FREDERICK M. SANDERS,

Notary Public No. 287, New York County.

PROVIDENCE & DANIELSON RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Provid'nce, R. I.	R. I.— Conn. State Line.	24.110	.971	25.081	Elec- tricity.
R. I.—Conn. State Line	East Killingly, Conn.	1.980	.053	2.033	
Total,		26.090	1.024	27.114	

Capital author- ized by charter.	Stock issued.	Bonds issued.	Floating in- debtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$800,000.00	\$800,000.00	\$600,000.00	\$43,613.89	\$53,242.49	\$1,433,949.94

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$96,119.33	\$58,645.81	\$54,961.64	\$59,291.66	\$2,010.57	\$.163

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$54,374.86	\$1,843.84	\$.149	\$4,916.80	\$166.73

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
.0135	\$20,660.41	\$545.69 *	\$30,663.08	\$22,997.31

Miles run.	Passengers carried.	No. of paying pas- sengers per mile of main track operated.	No. of paying passengers per mile run.	No. employees.
363,305	866,811	33,223	2.38	70

Accidents.

	Injured.
Passengers,	5
Employees,	2
Other persons,	3
Total,	<u>10</u>

History.

Name of company making this report : Providence & Danielson Railway Com-
pany.

Date of organization : July 7, 1893.

Under laws of what State organized : State of Rhode Island. An Act to incor-
porate the Coweset Terminal & Transportation Company, passed April 18,
1893. Amended April 29, 1898, March 26, 1901, and March 28, 1901.

If a consolidated company, name the constituent companies : Not a consolidated
company.

Date and authority for each consolidation : None.

If a reorganized company, give name of original corporation, and refer to laws
under which it was organized : Not a reorganized company. Name as given
in original act, changed to "Providence & Danielson Railway Company"
by amendment passed April 29, 1898.

What carrier operates the road of this company : Providence & Danielson Rail-
way Company.

Corporate Name and Address of the Company.

Providence & Danielson Railway Company, 610th Banigan Building, Providence, Rhode Island.

Officers of the Company.

Name.	Title.	Residence.
JAS. H. MORRIS,	President,	Philadelphia, Pa.
D. F. SHERMAN,	Vice-President,	Providence, R. I.
GEO. W. PRENTICE,	Treasurer,	" "
FRANKLIN A. SMITH, JR.,	Secretary,	" "
J. E. THIELSEN,	Superintendent,	So. Scituate, "

Directors of the Company.

Name.	Residence.
GEO. W. PRENTICE,	Providence, R. I.
FRANKLIN P. OWEN,	" "
FRANKLIN A. SMITH, JR.,	" "
JOHN W. POTTER,	" "
JAMES S. KENYON,	" "
EDWIN A. SMITH,	" "
D. F. SHERMAN,	" "
JAMES H. MORRIS,	Philadelphia, Pa.
JULIUS CHRISTENSEN,	" "

Capital Stock.

	COMMON.	
	No. of shares.	Total par value.
Authorized by charter,	8,000	\$800,000.00
Authorized by vote of Company,	8,000	.....
Issued on account of construction,	3,000	300,000.00
Issued on account of bonds,	5,000	500,000.00
Total amount issued,	8,000	\$800,000.00

Grand total of Common and Preferred Stock now outstanding, \$800,000.00

Amount of Stock held in Connecticut: None.

Total number of stockholders: 47.

Total number of stockholders in State of Connecticut : None.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mtg. Bds.,	May 1, 1901.	30	\$600,000.00	\$600,000.00	\$600,000.00	\$495,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May 1st and November 1st.	.....

Per mile of single track owned, 26.09 miles.	Capital stock issued,	\$30,663.08
	Funded debt issued,	22,997.31
	Total,	\$53,660.39

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Organization,	.....	\$30,000.00	\$30,000.00
Engineering and superintendence,	\$6,975.00	128,846.99	135,821.99
Right of way,	6,778.27	1,975.00	8,753.27
Track and roadway construction,	26,390.87	340,894.06	367,284.93
Electric line construction,	11,023.82	144,676.13	155,699.95
Real estate used in operation of road,	.....	525.00	525.00
Buildings and fixtures used in operation of road,	5,656.90	32,952.94	38,609.84
Power plant equipment,	10,486.21	46,159.91	56,646.12
Shop tools and machinery,	778.80	860.49	1,639.29
Cars,	18,324.22	39,295.91	57,620.13
Electric equipment of cars,	14,252.97	24,246.23	38,499.20
Interest and discount,	15,000.00	612,668.12	627,668.12
Miscellaneous,	1,247.85	10,054.08	11,301.43
Grand Total,	\$116,914.41	\$1,413,154.86	\$1,530,019.27

Cost of construction and equipment per mile of road owned, \$53,645.81

Statement in Detail of Additions to Construction and Equipment during the Year.

Engineering and Superintendence :

Salaries paid for superintendence of construction during year, .	\$6,975.00
Rights of way as per award of Commissioners to assess damages,	3,440.90
Commissioners' fees allowed by R. I. Supreme Court, . . .	3,337.37

Track and Roadway Construction :

Construction of 1.98 miles of grade from R. I. state line westwardly to East Killingly, Conn., including clearing, filling, excavation, track-laying, and engineering.	12,312.14
Ties, lumber, rails, and switches for this work,	7,500.00
Completing, by filling and surfacing where needed at various points, of track heretofore laid ; and completing unfinished work on sidings and turnouts,	6,578.73

Electric Line Construction :

Line electric storage batteries,	9,000 00
Electric line construction of the 1.98 miles in Connecticut, and various construction on sidings, including some additional feed wire,	2,023.82

Buildings and Fixtures used in Operation of Road :

Addition to power house (contractors),	4,850.00
Freight on materials, labor on foundations, etc.,	806.90

Power Plant Equipment :

One (1) new 500 K. W. Sprague generator, cables, and belting, .	6,043.24
Piping, pipe covering, smoke-stack, engine, stop, etc., for new boilers and engines, paid for prior to June 30, 1902, . . .	4,442.97

Shop Tools and Machinery :

Sundry tools and fixtures for repair shops,	778.80
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Cars :

Four (4) double-truck passenger cars, six (6) flat freight cars, one milk car, and trucks for six (6) open cars,	18,324.22
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Electric Equipment of Cars :

Electrical equipment for above-named passenger cars, and for one freight locomotive,	14,253.97
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Interest and Discount :

Interest on bonds, the proceeds of which were being applied during the year in construction of additional mileage, . . .	15,000.00
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Miscellaneous :

Construction expenditures during year not classified in above, .	1,247.35
Total,	\$116,914.41

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$59,291.66	
Less operating expenses (excluding all taxes),	54,374.86	
Net earnings from operation,		\$4,916.80
Income from other sources as follows, viz. :		
Advertising,	250.00	
Miscellaneous (profit on Treas'y stock sold),	62,976.00—	63,226.00
Gross income from all sources,		\$68,142.80
Deductions from income as follows, viz. :		
Taxes, state,	545.69	
Interest on funded debt,	20,585.69	
Interest on floating debt,	74.72—	21,206.10
Net income from all sources,		\$46,936.70
Surplus year ending June 30, 1903,		\$46,936.70
Total surplus for year ending June 30, 1903,		\$46,936.70

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.****From Passengers:**

Cash fares,	\$42,275.90
Ticket fares,	518.48
Chartered cars,	366.33

From other sources:

Mail,	1,131.96
Freight and express,	14,941.81
Mileage,	57.18

Total gross earnings,	\$59,291.66
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Operating Expense Accounts.**MAINTENANCE.****Way and Structures:**

Maintenance of track and roadway,	\$3,465.49
Maintenance of electric line,	60.30
Maintenance of buildings and fixtures,	47.84

Equipment:

Maintenance of steam plant,	81.58
Maintenance of electric plant,	109.82
Maintenance of cars,	2,923.32
Maintenance of electrical equipment of cars,	3,218.08
Maintenance of miscellaneous equipment,	7.25—
	9,913.68

TRANSPORTATION.

Operation of Power Plant:

Power plant wages,	\$4,867.28
Fuel for power,	17,458.71
Lubricants and waste for power plant,	664.44
Miscellaneous supplies and expenses of power plant,	77.26
Hired power,	1,236.68

Operation of Cars:

Wages of conductors,	6,687.80
Wages of motormen,	6,650.95
Wages of other car service employees,	941.03
Car service supplies,	384.42
Miscellaneous car service expenses,	223.25
Removal of snow and ice,	270.54— 39,461.86

GENERAL.

Salaries of general officers,	\$2,925.00
Salaries of clerks,	200.00
Printing and stationery,	97.22
Miscellaneous office expenses,	638.31
Miscellaneous general expenses,	153.24
Damages,	443.50
Insurance,	542.05— 4,999.32

Total operating expenses, \$54,374.86

Operating cost, 91.70% of earnings (excluding taxes); operating cost, 92.63% of earnings (including taxes); operating cost, .1497 cents per car mile (excluding taxes); operating cost, 7.83 cents per car hour (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	\$10,920.43
Gross earnings from operation,	59,291.66
Income from other sources,	63,226.00
Bills payable,	37,500.00
Accrued interest,	5,000.00
Treasury stock sold,	51,100.00
	<hr/> \$227,038.09

Disbursements:

Operating expenses,	\$54,374.86
Materials and supplies,	1,461.35
Taxes,	545.69
Interest,	20,660.41
Construction and equipment,	116,914.41
Bills payable,	1,045.04
Accounts receivable,	894.95
Furniture and fixtures,	53.20
Prepaid insurance,	1,328.03
Audited vouchers,	29,500.10
Cash on hand June 30, 1903,	260.05
	<hr/> \$227,038.09

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$1,413,154.86	Construction and equip- ment,	\$1,530 069.27	\$116,914.41	.....
251.75	Other permanent invest- ments, as follows, viz.: Furniture and fixtures, Current assets, as follows, viz.:	304.95	53.20	.....
10,920.43	Cash on hand,	260 05	.....	\$10,660.38
351.61	Bills receivable,	1,246.56	894.95	.....
	Prepaid insurance,	1,328.03	1,328.03	.....
1,341.96	Material and supplies on hand,	2,803.31	1,461.35	.....
51,100.00	Treasury stock, . . . . .	.....	.....	51,100.00
\$1,477,120.61	Total,	\$1,536,012.17	\$120,651.94	\$61,760.38

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$800,000.00	Capital stock,	\$800,000.00	.....	.....
600,000.00	Funded debt,	600,000.00	.....	.....
.....	Current liabilities, as fol- lows, viz.: . . . . .	.....	.....	.....
.....	Loans and notes payable, Audited vouchers and accounts,	37,500.00	\$37,500.00	.....
31,659.03	Accrued liabilities: Interest accrued and not yet due,	1,113.89	.....	\$30,545.14
45,461.58	Profit and loss,	5,000.00	5,000.00	.....
		92,398.28	46,936.70	.....
\$1,477,120.61	Total,	\$1,536,012 17	\$89,436.70	\$30,545.14

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	866,811
Number of paying passengers per mile of main track operated,	33,223
Number of tons of freight carried, earning revenue,	12,172
Passenger car mileage,	300,341
Chartered car mileage,	926
Freight and express car mileage (and snow plows),	62,037
Total car mileage,	363,305

Receipt per paying passenger, . . . . .	.0492
Receipt per total passengers carried, . . . . .	.0492
Maximum speed, miles per hour,	12.22
Average number of employees (including officials) during year,	70

Aggregate amount of salaries and wages paid (including construction), \$47,227.14

State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Sell $2\frac{1}{2}$ cent tickets to school children.

	Number.
Power houses,	1
Car houses,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles operated under trackage rights.	Total miles operated.
Length of first main track,	26.090	3.400	29.490
Length of sidings and turnouts,	1.024	.....	1.024
Total computed as single track,	27.114	3.400	30.514

RAILS.

Name of	Weight per yard.	Steel (miles of).	Total.
"T,"	60	27.114	27.114

Gauge of track, 4 feet $8\frac{1}{2}$ inches.

PAVING.

Tracks are on private rights of way, country roads, and village streets — not paved.

Characteristics of Road and Equipment. — Continued.

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with air brake.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.
Closed,	14	14	14	14	4	10	14	14
Open,	6	..	..	..	..	..	..	..
Express,	2	2	2	2	2	..	2	..
Freight,	17	..	..	..	17	..	17	..
Snow plows	1	1	..	1	..	..	..	..
Total,	40	17	16	17	23	10	33	14

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.00
Motormen, .	10	2.00
Watchmen, .	10	1.50
Roadmen, .	10	1.50
Linemen, .	10	1.75
Engineers, .	12	2.85
Firemen, .	12	2.00
Electricians, .	10	3.00
Machinists and mechanics,	10	2.75

List of all Accidents During Year ended June 30, 1903.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	5	..	..	..	5
Employees,	2	..	2
Other persons,	3	..	3
Total,	5	..	5	..	10

Amount paid for injuries and damages caused by accidents:

Paid by the Company, \$443.50

Statement of Each Accident in Detail.

July 17, 1902. Octagon House, town of Johnston, R. I. By sudden application of brakes, a passenger was thrown against glass in door, cutting hand severely; name, Owen McElroy.

July 25, 1902. Clayville, R. I. Seth Rounds pulled his team across the track in front of moving car; wagon was damaged and man thrown out. He was slightly shaken up.

August 7, 1902. Near Oak Reservoir, town of Johnston, R. I. Mary McMahen was stooping to pick up bag, and as car stopped she fell, striking her head on floor of car, bruising skin over right eye slightly.

August 24, 1902. Waterman's Woods, town of Johnston, R. I. Car axle broke, and end of axle came through car floor, breaking a seat. Henry Ferry, James Grant, and Peter Early were slightly bruised on hands and arms.

August 31, 1902. Saundersville Crossing, town of Scituate, R. I. Two men attempted to board a moving car, both being thrown. One received a slight cut over eye, and had cheek bruised. The other was cut in mouth slightly. Names, D. Sutcliffe and H. Mathewson.

January 2, 1903. Guild's Hill, town of Scituate, R. I. Crew on passenger car No. 10 forgot orders and ran past a turnout, meeting Express car No. 30 on a curve. Both cars were damaged extensively, but not thrown from rails. Motorman A. W. Lowell had his leg slightly bruised, and motorman H. B. Hayden had his hand slightly cut. No passengers injured.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

D. F. SHERMAN,
Vice-President.

GEO. W. PRENTICE,
Treasurer.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } ss.

PROVIDENCE, October 5, 1903.

Then personally appeared the above-named D. F. Sherman, Vice-President, and George W. Prentice, Treasurer, of the Providence & Danielson Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

FRANKLIN A. SMITH, JR.,
Notary Public.

SOUTH MANCHESTER LIGHT, POWER, AND TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Total computed as single track	Motive power.
From	To			
South Manchester	Manchester Center.	.795	.795	Electricity.

Capital authorized by charter.	Stock issued.	Capital stock, bonds, and floating debt per mile of road operated, in- cluding sidings.	Cost construction.	Cost of con- struction and equip- ment per mile of road owned.	Capital stock issued per mile of road owned.
\$100,000	\$10,000	\$12,578.62	\$11,821.69	\$14,870.05	\$12,578.62

History.

Name of company making this report : South Manchester Light, Power, and Tramway Company.

Date of organization: August 1, 1894.

Under laws of what state organized : Connecticut.

What carrier operates the road of this company : Hartford, Manchester & Rockville Tramway Company, lessees.

Corporate Name and Address of the Company.

South Manchester Light, Power & Tramway Company, South Manchester, Conn.

Officers of the Company.

Name.	Title.	Residence.
FRANK CHENEY, JR.,	President,	South Manchester, Conn.
FRANK W. CHENEY,	Treasurer,	" "
CHARLES S. CHENEY,	Secretary,	" "

Directors of the Company.

Name.	Residence.
FRANK W. CHENEY,	South Manchester, Conn.
KNIGHT D. CHENEY,	" "
HARRY G. CHENEY,	" "
FRANK CHENEY, JR.,	" "
RICHARD O. CHENEY,	" "

Capital Stock.

	Common.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	1,000	\$100,000.00	.....
Authorized by vote of Co.,	100	10,000.00	.....
Issued for actual cash,	100	10,000.00	\$10,000.00
Total amount issued,	100	\$10,000.00	\$10,000.00

Grand total of common and preferred stock now outstanding, \$10,000.00.

Amount of stock held in Connecticut, \$10,000.00.

Total number of stockholders, 10.

Total number of stockholders in State of Connecticut, 10.

Per mile of single track owned : Capital stock issued, \$12,578.62.

Construction and Equipment Accounts.

	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Total,	\$11,821.69	\$11,821.69
Cost of construction and equipment per mile of road owned, . . . . .	.....	\$14,870.05

Statement in Detail of Additions to Construction and Equipment during the Year.

No additions to construction or equipment.

Income Account for Year ending June 30, 1903.

Net earnings :

Rent of tracks and terminals, \$600.00

Deductions from income as follows, viz.:

R. R. Commissioners' assessment, 1.00

Credit to profit and loss account during the year, \$599.00

Cash Statement.

Receipts:

Cash on hand June 30, 1902, \$2,280.79

Income from other sources, 600.00

\$2,880.79

Disbursements:

R. R. Commissioners' assessment, \$1.00

Cash on hand June 30, 1903, 2,879.79

\$2,880.79

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
\$11,821.69	Construction and equipment,	\$11,821.69	.....
2,280.79	Current assets, as follows, viz.:		
	Cash on hand,	2,879.79	\$599.00
\$14,102.48	Total.	\$14,701.48	\$599.00

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
\$10,000.00	Capital stock,	\$10,000.00	.....
4,102.48	Accrued liabilities :		
	Profit and loss,	4,701.48	\$599.00
\$14,102.48	Total,	\$14,701.48	\$599.00

Characteristics of Road and Equipment.

Track.	Miles Owned.
Length of first main track, . . . . .	.795

RAILS.

Name of, "T"; weight per yard, 56 lbs.; steel (miles of), .795.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FRANK CHENEY, JR.,
President.

CHAS. S. CHENEY,
Secretary.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

MANCHESTER, September 14, 1903.

Then personally appeared the above-named Frank Cheney, Jr., President, and Chas. S. Cheney, Secretary, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

RICHARD O. CHENEY,
Notary Public.

THE SOMERS & ENFIELD ELECTRIC R'Y CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Thompsonville	Somers.	7.800	.057	7.857	Elect.

Capital authorized by charter.	Stock issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$200,000.00	\$125,000.00	\$8,500.00	\$16,991.21	\$136,373.65

Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$17,483.80	\$17,483.80	\$12,164.45	\$1,414.47	.1750

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.	Taxes paid State.
\$7,473.43	\$869.00	\$.1075	\$4,691.02	\$545.47	\$.0675	\$750.00

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903. — Continued.**

Capital stock issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passen- gers per mile run.	Number of employees.
\$16,025.64	69,493	250,501	30,481	3.421	6

Accidents.

	Injured.
Passengers,	3
Other persons,	2
Total,	5

History.

Name of company making this report: Somers & Enfield Elect. R'y Co.

Date of organization: May 21, 1901.

Under laws of what state organized: Connecticut.

Corporate Name and Address of the Company.

Somers & Enfield Elect. Railway Co., Warehouse Point, Conn.

Treasurer's office, 53 State Street, Boston, Mass.

Officers of the Company.

Name.	Title.	Residence.
PHILIP L. SALTONSTALL,	President,	Boston, Mass.
CHAUNCEY ELDRIDGE,	Treasurer,	" "
ARTHUR PERKINS,	Secretary,	Hartford, Conn.
H. S. NEWTON,	Superintendent,	Warehouse Point, "

Directors of the Company.

Name.	Residence.
PHILIP L. SALTONSTALL,	Boston, Mass.
CHAUNCEY ELDRIDGE,	" "
ARTHUR PERKINS,	Hartford, Conn.
CHARLES E. PERKINS,	" "
LEWIS SPERRY,	" "
S. REED ANTHONY,	Boston, Mass.
CLINTON T. KING,	Hartford, Conn.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	2,000	\$200,000.00	.....
Authorized by vote of company, . .	1,250	125,000.00	.....
Issued for actual cash,	1,250	125,000.00	\$125,000.00
 Total amount issued,	 1,250	 \$320,000.00	 \$125,000.00

Grand Total of Common and Preferred Stock now outstanding, \$125,000.00.

Amount of stock held in Connecticut, \$400.00.

Total number of stockholders, —.

Total number stockholders in State of Connecticut, 4.

Per mile of single track owned, 7.800 miles, capital stock issued, \$16,025.64.

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1903.
Track and roadway construction,	\$103,148.33	\$103,148.33
Electric line construction,	33,225.32	33,225.32
 Grand Total,	 \$136,373.65	 \$136,373.65
Cost of construction and equipment per mile of road owned, . . . . .	.....	\$17,483.80

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$12,164.45	
Less operating expenses (excluding all taxes),	7,473.43	
Net earnings from operation,		\$4,691.02
Gross income from all sources,		\$4,691.02
Deductions from income as follows, viz.:		
Taxes, state,		750.00
Net income from all sources,		\$3,941.02
Total surplus for year ending June 30, 1902,		\$3,941.02

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers :		
Ticket fares,	\$12,164.45	
Total gross earnings,		\$12,164.45

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures :		
Maintenance of track and roadway,	\$196.69	
Maintenance of electric line,	102.44	
Equipment :		
Maintenance of cars (hire of equipment),	919.45—	1,218.58

TRANSPORTATION.

Operation of Power Plant :		
Hired power,	\$1,862.79	
Operation of Cars :		
Wages of conductors, }	2,754.11	
Wages of motormen, }		
Wages of other employees,	239.73	
Removal of snow and ice,	215.17—	\$5,071.80

GENERAL.

Salaries of general officers,	\$125.01	
Printing and stationery,	73.65	
Miscellaneous general expenses,	397.09	
Damages,	50.00	
Rent of tracks and terminals,	172.40	
Insurance,	364.90—	1,183.05
Total operating expenses,		\$7,473.43

Operating cost, 61.43% of earnings (excluding taxes); operating cost 67.60% of earnings (including taxes); operating cost, .1075 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Gross earnings from operation,	\$12,164.45
Bills payable,	9,500.90
Sale of capital stock,	125,000.00
	<u>\$146,665.35</u>

Disbursements :

Operating expenses :	\$7,473.43
Taxes,	750.00
Construction and equipment,	136,373.65
Cash on hand June 30, 1903,	2,068.27
	<u>\$146,665.35</u>

Comparative General Balance Sheet.

Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
Construction and equipment,	\$136,373.65	\$136,373.65
Current assets, as follows :		
Cash on hand,	2,068.27	2,068.27
Total,	<u>\$138,441.92</u>	<u>\$138,441.92</u>

Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
Capital stock,	\$125,000.00	\$125,000.00
Current liabilities, as follows :		
Loans and notes payable,	8,500.00	8,500.00
Accrued liabilities :		
Taxes accrued and not yet due,	700.00	700.00
Miscellaneous accrued liabilities,	300.90	300.90
Profit and loss,	\$,941.02	3,941.02
Total,	<u>\$138,441.92</u>	<u>\$138,441.92</u>

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	237,756
Number of transfer passengers carried,	11,481
Total number passengers carried,	250,501
Number of paying passengers per mile of main track operated,	30,481
Number of transfer points,	1
Passenger car mileage,	69,493
Total car mileage,	69,493
Receipt per paying passenger, . . . . .	.051
Receipt per total passengers carried, . . . . .	.048
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year,	6
Aggregate amount of salaries and wages paid,	\$2,993.84
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold : School tickets \$2.50 per 100.	

	Number.
Steam railroad crossings under grade,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles operated under trackage rights.	Total miles operated.
Length of first main track,	7.800	.800	8.600
Length of sidings and turnouts, . . . . .	.057	...	.057
Total computed as single track,	7.857	.800	8.657

RAILS.

Name of, "T"; weight per yard, 60 and 70 lbs. ; steel (miles of), 7.857.
 Gauge of track, 4 feet 8½ inches.

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9¾	\$2.00
Motormen,	9¾	2.00

List of All Accidents during Year ended June 30, 1903.

Cause and nature of injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Passengers,	3	..	3
Other persons,	2	..	2
Total,	5	..	5

List of Accidents.

- Sept. 28, 1902. Woman jumped from car, scratching her hand.
 Sept. 28, 1902. Woman jumped from car and fell.
 Sept. 28, 1902. Woman jumped from car, claiming internal injuries.
 Dec. 31, 1902. Man struck by car and cut about head.
 Feb. 21, 1903. Man struck by car, breaking two ribs.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

PHILIP L. SALTONSTALL,
President.

CHAUNCEY ELDRIDGE,
Treasurer.

STATE OF MASSACHUSETTS, } ss.
 COUNTY OF SUFFOLK,

BOSTON, September 8, 1903.

Then personally appeared the above-named Philip L. Saltonstall and Chauncey Eldridge, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.
 Commission expires April, 1904.

STAMFORD STREET RAILROAD COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From —	To —				
Car Barn	R. R. Station.	2.33	.10	2.43	Electricity.
Town Hall	Darien Line.	3.13	.....	3.13
Mytle Ave. Corner	Shippen Point.	2.79	.10	2.89	
Shippen Ave.	Cove Hill.	1.40	.....	1.40
Elm Street Switch	Glenbrook.	2.00	.....	2.00
Atlantic St. Bridge	South End.	.84	.....	.84
Railroad Station	Sound Beach.	2.587	0.38	2 625	
Total,	15.077	.238	15.315	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.	Cost construction.
\$200,000.00	\$92,240.00	\$75,000.00	\$153,016.78	\$20,911.32	\$361,734.46

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$44,499.67	\$26,943.96	\$23,992.47	\$82,944.35	\$5,501.38	\$.1756

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.
\$55,401.98	\$3,674.60	\$1.173	\$27,542.37	\$1,826.78	\$0.583

Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
None.	None.	\$2,210.17	\$6,117.93	\$4,974.46

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
472,141	2,101,344	113,915	3.637	52

Accidents.

	Killed.	Injured.
Passengers, . . . . .	..	..
Employees, . . . . .	..	..
Other persons,	1	1
Total,	1	1

History.

Name of company making this report: Stamford Street Railroad Company, formerly the Stamford Horse Railroad Company.

Date of organization: Stamford Horse Railroad Company, August 9, 1886.

Stamford Street Railroad Company, July 3, 1889.

Under laws of what State organized: Connecticut. Special Laws 1886, No. 4; 1887, No. 186; 1889, No. 355; 1893, No. 725; 1895, Nos. 238 and 350.

If a reorganized company, give name of original corporation: Stamford Horse Railroad Company, reorganized as Stamford Street Railroad Company, under Chapter II, Public Acts 1889.

Grand total of common and preferred stock now outstanding,		\$92,240.00
Amount of stock held in Connecticut, { Preferred,	\$45,050.00	
Common, {	\$43,800.00—	\$88,850.00
Total number of stockholders,		55
Total number of stockholders in State of Connecticut, { Preferred,		5
Common, {		42

Funded Debt.

Description of mortgage, bonds, etc.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First Mortgage,	\$75,000 00	\$75,000.00	\$75,000.00	75,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	February and August.	\$3,750.00

Per mile of single track owned, 15.077 miles, }	Capital stock issued,	\$6,117.93
	Funded debt issued,	4,974.46
	Total,	\$11,092.39

Construction and Equipment Accounts.

Item.	Charged to con- struction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Deductions during year.	Total cost to June 30, 1903.
Organization,	\$59.10	\$1,196.30	.....	\$1,255.40
Engineering and superin- tendence, . . . .	.....	803.23	.....	803.23
Track and roadway con- struction,	35,701.17	108,003.34	\$410.84	143,293.67
Electric line construction, .	2,676.50	13,141.61	15.75	15,802.36
Buildings and fixtures used in operation of road, . .	.....	439.43	.....	439.43
Power plant equipment, . .	.....	972.00	.....	972.00
Cars,	6,726.02	20,902.58	.....	27,628.60
Electric equipment of cars, Construction and Equipm't to October 1, 1895, . . .	873.48	15,969.59	.....	16,843.07
	.....	201,140.37	.....	201,140.37
Grand Total,	\$46,036.27	\$360,624.45	\$426.59	\$406,234.13
Cost of Construction and Equipment per mile of road owned, . . . .	.....	.....	.....	26,943.96

Statement in detail of Additions to Construction and Equipment during the Year.

Sound Beach Extension :

Track,	\$20,285.10
Line,	1,420.72
Legal expenses,	59.10

West Main Street Extension (incomplete):

Track,	15,005.23
Line,	1,240.03
2 closed car bodies,	2,867.83
2 open cars, with trucks and motors,	4,731.67
Total,	<u>\$15,609.68</u>

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$82,944.35
Less operating expenses (excluding all taxes),	<u>55,401.98</u>
Net earnings from operation,	\$27,542.37
Income from other sources as follows, viz. :	
Advertising,	<u>\$250.00</u>
Gross income from all sources,	\$27,792.37
Deductions from income as follows, viz. :	
Taxes, state, accrued,	\$2,188.92
Interest on funded debt,	3,750.00
Interest on floating debt,	<u>7,504.99—</u>
	13,443.91
Net income from all sources,	\$14,348.46
Adjusting accrued interest account,	<u>1,608.00</u>
Total credits for year ending June 30, 1903,	<u>\$15,956.46</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From Passengers :

Cash fares,	\$72,780.35
Ticket fares,	<u>10,164.00</u>
Total gross earnings,	\$82,944.35

Operating Expense Accounts.

MAINTENANCE.

Way and Structures :

Maintenance of track and roadway,	\$1,122.32
Maintenance of electric line,	1,081.42
Maintenance of buildings and fixtures,	43.50

Equipment :

Maintenance of cars,	3,299.04
Maintenance of electrical equipment of cars,	3,279.92
Maintenance of miscellaneous equipment,	<u>22.32—</u>
	8,848.52

TRANSPORTATION.

Operation of Power Plant :

Hired power,	\$11,683.54
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Operation of Cars:

Wages of conductors,	10,134.38
Wages of motormen,	10,134.39
Wages of other car service employees,	720.40
Wages of car house employees,	713.03
Car service supplies,	908.22
Removal of snow and ice,	277.82 — \$34,571.78

GENERAL.

Salaries of general officers,	\$1,424.25
Salaries of clerks,	1,640.28
Printing and stationery,	161.35
Miscellaneous office expenses,	155.86
Miscellaneous general expenses,	817.93
Damages,	7,762.01
Other legal expenses,	20.00 — 11,981.68
Total operating expenses,	\$55,401.98

Operating cost, 66.91% of earnings (excluding taxes); operating cost, 69.57% of earnings (including taxes); operating cost, 11.73 cents per car mile (excluding taxes); operating cost per car hour (excluding taxes), no record.

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	\$2,241.47
Gross earnings from operation,	82,944.35
Income from other sources,	250.00
Bills payable,	10,000.00
Decrease in materials and supplies,	4,127.90
Increase in miscellaneous liabilities,	951.91
Decrease in suspense account,	6,824.75
	\$107,340.38

Disbursements:

Operating expenses,	\$55,401.98
Taxes,	2,210.17
Construction and equipment,	45,609.68
Accounts receivable,	1,923.57
Cash on hand June 30, 1903,	2,194.98
	\$107,340.38

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$360,624.45	Construction and equip- ment,	\$406,234.13	\$45,609.68	.....
2,241.47	Current assets, as follows:			
2.50	Cash on hand,	2,194.98	.....	\$46.49
4,614.88	Sinking and other special funds,	2.50	.....	.....
7,356.02	Material and supplies on hand,	486.98	.....	4,127.90
74.37	Suspense,	552.52	.....	6,803.50
16,361.54	Accounts receivable,	1,997.94	1,923.57	.....
	Profit and loss,	405.08	.....	15,956.46
\$391,275.23	Total,	\$411,874.13	\$47,533.25	\$26,934.35

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$92,240.00	Capital Stock,	\$92,240.00	.....	.....
75,000.00	Funded Debt,	75,000.00	.....	.....
	Current liabilities, as fol- lows:			
143,016.78	Loans and notes payable,	153,016.78	\$10,000.00	.....
10,885.34	Audited vouchers and accounts,	11,837.25	951.91	.....
70,133.11	Accrued liabilities:			
	Interest accrued and not yet due,	79,780.10	9,646.99	.....
\$391,275.23	Grand Total,	\$411,874.13	\$20,598.90	.....

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,717,500
Number of transfer passengers carried,	383,842
Total number passengers carried,	2,101,344
Number of paying passengers per mile of main track operated,	113,252
Number of transfer points,	2
Passenger car mileage,	472,141
Receipt per paying passenger,	\$.0483
Receipt per total passengers carried, . . . . .	.0394
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	52
Aggregate amount of salaries and wages paid,	\$34,375.05
State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:	
Book of tickets 25 rides for \$1.00.	

	Number.
Power houses: Hired power.	
Car houses,	1
Horses owned,	2
Number of vehicles,	2
Other articles of equipment, viz.:	
One snow plow.	
Steam railroad crossings over grade,	3

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	15.077	15.077
Length of sidings and turnouts, . . . . .	.238	.238
Total computed as single track,	15.315	15.315

Name of rails, "T," weight per yard, 60-70 ; steel (miles of), 15.315.

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block,	3.070
Bricks,	1.052
Total miles,	4.122

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, half.	Equipped with other power brake.	Equipped with electric heaters.
Closed cars, .	12	8	6	12	4	12
Open cars, .	15	15	..	..	..	..
Snow plows,	1	..	..	..	..	..
Total, .	28	23	6	12	4	12

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	11	\$1.76 to \$2.20
Motormen,	11	1.76 " 2.20
Watchmen,	13	1.90
Roadmen,	10	1.50 " 1.75
Linemen,	10	2.20
Machinists and mechanics,	10	2.00 " 2.75

List of all Accidents During Year ended June 30, 1903.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other persons,	1	1	1	1

Amount paid for injuries and damages caused by accidents : —

Paid by the Company, \$7,762.01

List of Accidents.

Sept. 26, 1902. H. Porter drove in front of car; wagon overturned; driver thrown out; leg hurt slightly.

Dec. 23, 1902. Mrs. Mary J. Best stepped in front of car on Main street; knocked down, and skull fractured: died next day.

I hereby certify that all the statements in the foregoing return contained, to the best of my knowledge and belief, are full, just, and true.

A. S. MAY,
For Treasurer.

STATE OF CONNECTICUT, }
NEW HAVEN COUNTY, } ss.

NEW HAVEN, Sept. 10, 1903.

Then personally appeared the above-named A. S. May, and made oath that the foregoing certificate by him subscribed, is true.

Before me,

C. H. HEMPSTEAD,
Notary Public.

SUFFIELD STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From —	To —				
Mass. State Line	Suffield Center.	4.706	.208	4.914	Electric'y

Capital authorized by charter.	Stock issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.
\$300,000.00	\$50,000.00	\$24,000.00	\$15,059.01	\$62,602.18	\$10,472.15

Cost of con- struction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.
\$15,527.91	\$13,302.63	\$12,025.10	\$2,555.27	.0998	\$9,124.16

Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.
\$1,938.84	.0758	\$2,900.94	\$616.44	.0130

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Miles run.
\$2,000.00	\$875.00	\$455.84	\$10,624.74	120,407

Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
240,502	511.05	1.99	13

Accidents.

	Injured.
Other persons,	1

History.

Name of company making this report: Suffield Street Railway Company

Date of organization: July 13, 1901.

Under laws of what State organized: Connecticut.

Corporate Name and Address of the Company.

Suffield Street Railway Company, Suffield, Conn.

Officers of the Company.

Name.	Title.	Residence.
FREDERICK HARRIS,	President,	Springfield, Mass.
GEO. W. COOK,	Treasurer,	" "
GEO. W. COOK,	Secretary,	" "
EDWARD S. GOLDTHWAIT,	Superintendent,	Suffield, Conn.

Directors of the Company.

Name.	Residence.
FREDERICK HARRIS,	Springfield, Mass.
JOHN OLMSTED,	" "
A. W. DAMON,	" "
GEO. W. COOK,	" "
CHARLES L. SPENCER,	Suffield, Conn.
LEAVITT P. BISSELL,	" "
WALDO S. KNOX,	" "
EDMUND HALLADAY,	" "
DWIGHT S. FULLER,	" "
EDWARD S. GOLDTHWAIT,	" "

Capital Stock.

	COMMON.		C on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter, .	3,000	\$300,000.00	.....		.....
Authorized by vote of Co.,	500	50,000.00	.....		.....
Issued for actual cash, .	500	50,000.00	\$50,000.00	4%	\$2,000.00
Total amount issued,	500	\$50,000.00	\$50,000.00	.....	.....

Grand Total of Common and Preferred Stock now outstanding, \$50,000.00.

Amount of stock held in Connecticut, \$10,000.00.

Total number of Stockholders, 28.

Total number of Stockholders in State of Connecticut, 14.

Per mile of single track owned, 4.706 miles, capital stock issued, \$10,624.74

Construction and Equipment Accounts.

Item.	Expenditures during year charged to con- struction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Deduc- tions during year.	Total cost to June 30, 1903.
Track and roadway construc- tion, .	\$625.00	\$56,457.55	.....	\$57,082.55
Electric line construction, .	68.25	5,451.38	.....	5,519.63
Power plant equipment, .	.....	4,511.65	\$39.50	4,472.15
Electric equipment of cars, .	.....	6,000.00	.....	6,000.00
Grand total, .	\$693.25	\$72,420.58	\$39.50	\$73,074.33
Cost of construction and equip- ment per mile of road owned, .....	.....	.....	.....	\$15,527.91

Statement in detail of Additions to Construction and Equipment during the Year.

Track and Roadway : Resurfacing track and extra grading not done by contractor, .	\$625.00
Electric Line Construction : Painting poles, .	68.25
Total, .	\$693.25

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$12,025.10	
Less operating expenses (excluding all taxes),	9,124.16	
Net earnings from operation,		\$2,900.94
Gross income from all sources,		2,900.94
Deductions from income as follows, viz.:		
Taxes, State,	\$455.84	
Interest on floating debt,	875.00—	\$1,330.84
Net income from all sources,		\$1,570.10
Dividends declared, 4% on \$50,000.00 common stock,		2,000.00
Deficit for year ending June 30, 1902,		\$429.90
Total deficit for year ending June 30, 1903,		\$429.90

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.****From passengers :**

Cash fares,	\$12,025.10	
Total gross earnings,		\$12,025.10

Operating Expense Accounts.**MAINTENANCE.****Way and Structures :**

Maintenance of track and roadway,	\$399.21	
Maintenance of electric line,	130.30	

Equipment :

Maintenance of electrical equipment of cars,	46.15—	\$571.16
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TRANSPORTATION.**Operation of Power Plant :**

Hired power:	\$1,770.50	
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Operation of Cars :

Superintendence of transportation,	1,000.00	
Wages of conductors,	2,471.60	
Wages of motormen,	2,471.60	
Removal of snow and ice,	50.00—	\$7,763.70

GENERAL.

Miscellaneous general expenses,	\$121.90	
Damages,	505.00	
Insurance,	162.40—	\$789.30

Total operating expenses,		\$9,124.16
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Operating cost, 75.87% of earnings (excluding taxes).

Operating cost, 79.66% of earnings (including taxes).

Operating cost, .075 cents per car mile (excluding taxes).

Operating cost, .71 cents per car hour (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	\$1,542.25
Gross earnings from operation,	12,025.10
Bills payable,	585.84
Generator account,	39.50
	<u>\$14,192.69</u>

Disbursements:

Operating expenses,	\$9,124.16
Taxes,	455.84
Interest,	875.00
Dividends,	2,000.00
Construction and equipment,	693.25
Cash on hand June 30, 1903,	1,044.44
	<u>\$14,192.69</u>

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$72,420.58	Construction and Equipm't,	\$73,074.33	\$653.75	.....
1,542.25	Current assets, as follows:			
	Cash on hand,	1,044.44	.....	\$497.81
\$73,962.83	Total,	\$74,118.77	\$653.75	\$497.81

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$50,000.00	Capital Stock,	\$50,000.00	.....	.....
23,000.00	Cur't liabilities, as follows:			
140.00	Loans & notes payable,	24,000.00	\$1,000.00	.....
	Audited vouchers and accounts,	.....	.....	\$140.00
274.16	Accrued liabilities:			
	Taxes accrued and not yet due,	.....	.....	274.16
548.67	Profit and loss,	118.77	.....	429.90
\$73,962.83	Total,	\$74,118.77	\$1,000.00	\$844.06

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	240,502
Number of paying passengers per mile of main track operated,	51,105
Total car mileage,	120,407
Receipts per paying passenger, . . . . .	.05
Receipts per total passengers carried, . . . . .	.05
Maximum speed, miles per hour,	12.5
Average number of employees (including officials) during year,	13
Aggregate amount of salaries and wages paid,	\$5,943.20

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	4.706	4.706
Length of sidings and turnouts, . . . . .	.208	.208
Total computed as single track,	4.914	4.914

RAILS.

Name of rails, "T"; weight per yard, 66 pounds; steel (miles of), 4.914.

PAVING.

	Miles.
Stone ballast,	4.914

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with electric heaters.
Closed,	2	2	2	2	2
Open,	2	2	2	..	..
Total,	4	4	4	2	2

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9½	\$2.00
Motormen,	9½	2.00

List of all Accidents during Year ended June 30, 1903.

Passengers.	Cause and Nature of Injury.	Killed.	Injured.
Other persons,	1

Amount paid for injuries and damages caused by accidents, paid
by the Company, \$505.00

July 23, 1902. Collision of car and two-horse milk wagon driven by William Alletson, on Mapleton avenue, opposite Edwin Austin estate. Driver had two ribs fractured and several cuts and bruises ; one horse was killed and wagon demolished.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FREDERICK HARRIS,
President,

GEORGE W. COOK,
Treasurer,
Suffield Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS, }
HAMPDEN, } ss.

September 14, 1903.

Then personally appeared the above-named George W. Cook, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

JONATHAN BARNES,
Justice of the Peace.

TORRINGTON & WINCHESTER STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.	Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
Gulf Stream in the Town of Torrington to Division Street with its intersection with Main Street in the Borough of Winsted, Commencing at a point 3.763 miles south- erly from its Winsted terminus and ex- tending to Highland Lake in the Town of Winchester,	11.424 1.135	.471	11.895 1.135	Electricity.
Total,	12.559	.471	13.030	.....

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.	Cost construction.
\$1,000,000.00	\$200,000.00	\$150,000.00	\$47,939.71	\$30,540.27	\$377,167.74

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$45,441.13	\$33,649.88	\$30,031.67	\$50,894.61	\$4,052.44

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.— Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$0.214	\$30,341.96	\$2,415.95	\$0.127	\$20,552.65

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$1,636.49	0.086	None.	\$8,499.50	\$2,034.53	\$15,924.83

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passen- gers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$11,943 63	237,764	1,030,460	82,049	4.33	27

Accidents.

Other persons,	Injured.
	1

History.

Name of company making this report: The Torrington & Winchester Street Railway Company.

Date of organization: March 3, 1897.

Under laws of what state organized: Special act, State of Connecticut, Approved March 1, 1897.

Corporate Name and Address of the Company.

The Torrington & Winchester Street Railway Company, Winsted, Conn.

Officers of the Company.

Name.	Title.	Residence.
JAMES ALLDIS,	President,	Torrington, Conn.
GEORGE B. ALVORD,	Vice-President,	" "
SAMUEL A. HERMAN,	Treasurer,	Winsted, "
SAMUEL A. HERMAN,	Secretary,	" "
CHARLES ALLDIS,	Superintendent,	Torrington,

Directors of the Company.

Name.	Residence.
JAMES ALLDIS,	Torrington, Conn.
GEORGE B. ALVORD,	" "
SAMUEL A. HERMAN,	Winsted, "
HENRY GAY,	" "
F. F. FUESSENICH,	Torrington, "
E. H. HOTCHKISS,	" "
JOHN F. ALVORD,	" "

Capital Stock.

	COMMON.	
	No. of shares.	Total par value.
Authorized by charter,	10,000	\$1,000,000.00
Authorized by vote of Company,	2,000	200,000.00
Issued for actual cash,	2,000	200,000.00
Total amount issued,	2,000	\$200,000.00

Cash realized on amount issued, \$200,000.00.

Grand total of common and preferred stock now outstanding, \$200,000.00.

Amount of stock held in Connecticut, \$185,000.00.

Total number of stockholders, 29.

Total number of stockholders in State of Connecticut, 26.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1st m'tgage b'ds.	Dec. 1, 1897	20	\$150,000.00	\$150,000.00	\$150,000.00	\$142,500.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	June 1st and December 1st.	\$7,500.00

Per mile of single track owned, 12.559 miles, {	Capital stock issued,	\$15,924.83
	Funded debt issued,	11,943.63
	Total,	\$27,868.46

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Organization, }			
Engineering and superintendence, }	\$1,004.14	\$4,940.26	\$5,944.40
Right of way, }			
Track and roadway construction, }	19,631.57	232,450.35	252,081.92
Electric line construction, }	1,588.40	35,977.17	37,565.57
Buildings and fixtures used in operation of road, }	16.00	15,549.73	15,565.73
Power plant equipment, }			
Shop tools and machinery, }	33.81	50,358.16	50,391.97
Cars, }		16,420.64	16,420.64
Electric equipment of cars, }	48.76	19,043.94	19,092.70
Miscellaneous equipment, }	35.73	9,531.09	9,566.82
Park property, }	1,794.16	14,184.96	15,979.12
Grand total, }	\$24,152.57	\$398,456.30	\$422,608.87
Cost of construction and equipment per mile of road owned, }			33,649.88

Statement in Detail of Additions to Construction and Equipment during the Year.

The past fiscal year there have been eliminated not less than 18 curves. The track, consequently, has been very much straightened, and the grades have been reduced; the steeper grades have been reduced to a minimum, and in many instances entirely eliminated. The work of eliminating curves and reducing and eliminating grades will be continued until all the work is completed, and when it is completed the roadbed will be as good if not the best in the State.

Additional right of way,	\$365.00
Legal and engineering expenses,	639.14
Track construction,	19,631.57
Line construction,	1,588.40
1 small building,	16.00
1 duplex screw gear,	20.10
1 ratchet drill,	3.75
1 derrick stick,	8.00
1 wrench, 1 scythe,	1.96
6 Kalamazoo trolley harps, etc.,	7.46
1 5674-50 amp.,	26.80
1 base,	15.00
Wheels, etc., for push-car,	35.73
Theater building,	335.00
Seats at park,	31.25
Electric launch,	1,427.91
Total,	<u>\$24,152.57</u>

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$50,894.61	
Less operating expenses (excluding all taxes),	30,341.96	
Net earnings from operation,		\$20,552.65
Income from other sources, as follows, viz.:		
Miscellaneous,		72.17
Gross income from all sources,		<u>\$20,624.82</u>
Deductions from income, as follows, viz.:		
Taxes, State,	\$2,034.53	
other than above,	38.00	
Interest on funded debt,	7,500.00	
Interest on floating debt,	999.50—	10,572.03
Net income from all sources,		<u>\$10,052.79</u>
Payments from net income as follows, viz.:		
Additions and betterments,		24,152.57
Deficit for year ending June 30, 1903,		<u>\$14,099.78</u>

Analysis of Gross Earnings and Operating Expenses.

From Passengers:	EARNINGS.	
Cash fares,		\$43,667.50
Ticket fares,		6,672.52
Chartered cars,		554.59
Total gross earnings,		\$50,894.61

Operating Expense Accounts.

	MAINTENANCE.	
Way and Structures:		
Maintenance of track and roadway,		\$1,012.17
Maintenance of electric line,		151.00
Maintenance of buildings and fixtures,		54.56
Equipment:		
Maintenance of steam plant,		330.08
Maintenance of electric plant,		1.25
Maintenance of cars,		1,069.37
Maintenance of electrical equipment of cars,		535.28
Maintenance of miscellaneous equipment,		9.01
Miscellaneous shop expenses,		56.22— \$3,218.94
	TRANSPORTATION.	
Operation of power plant:		
Power plant wages,		\$1,825.20
Fuel for power,		9,191.73
Lubricants and waste for power plant,		209.08
Miscellaneous supplies and expenses of power plant,		78.78
Operation of cars:		
Wages of conductors,		4,244.63
Wages of motormen,		4,238.02
Wages of other car service employees,		18.50
Wages of car house employees,		1,837.05
Car service supplies,		13.94
Miscellaneous car service expenses,		16.27
Cleaning and sanding track,		8.61
Removal of snow and ice,		257.45 — \$21,939.26
	GENERAL.	
Salaries of general officers,		2,100.00
Salaries of clerks,		471.71
Printing and stationery,		63.25
Miscellaneous office expenses,		45.20
Advertising and attractions,		1,693.11
Miscellaneous general expenses,		187.86
Damages,		20.00
Legal expenses,		146.30
Insurance,		456.33 — \$5,183.76
Total operating expenses,		\$30,341.96

Operating cost, 59.61% of earnings (excluding taxes); operating cost, 63.69% of earnings (including taxes); operating cost, 12.76 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$904.00
Gross earnings from operation,	50,894.61
Income from other sources,	72.17
Bills payable,	13,939.71
Accounts payable,	50.55
Prepaid insurance,	418.43
Prepaid interest,	110.00
Supplies on hand,	2,073.99
	<hr/>
	\$63,463.46

Disbursements:

Operating expenses,	\$30,341.96
Materials and supplies,	1,162.60
Taxes,	2,072.53
Interest,	8,499.50
Construction and equipment,	24,152.57
Bills payable,	490.00
Accounts receivable,	196.33
Prepaid insurance,	27.35
Prepaid interest,	110.00
Cash on hand June 30, 1903,	1,410.62
	<hr/>
	\$63,463.46

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$398,456.30	Construction and Equip't,	\$422,608.87	\$24,152.57	.....
	Current assets, as follows:			
904 00	Cash on hand,	1,410.62	506.62	.....
.....	Bills receivable,	196.33	196 33	.....
418 43	Prepaid insurance,	27.35	.....	\$391.08
2,073.99	Material and supplies on			
	hand,	1,162.60	.....	911.39
110.00	Prepaid interest,	110.00	.....	.....
\$401,962.72	Grand Total,	\$425,515.77	\$24,855.52	\$1,302.47

Comparative General Balance Sheet.—Continued.

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$200,000.00	Capital stock,	\$200,000.00	.....	.....
150,000.00	Funded debt,	150,000.00	.....	.....
	Current Liabilities, as fol- lows :			
34,490.00	Loans and notes payable,	47,939.71	\$13,449.71	.....
	Accrued liabilities:			
625.00	Interest accrued and not yet due,	625.00	.....	.....
3.50	Miscellaneous accrued lia- bilities,	54.05	50.55	.....
16,844.23	Profit and loss,	26,897.01	10,052.79	.....
\$401,962.72	Total,	\$425,515.77	\$23,553.05	.....

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,030,460
Number of paying passengers per mile of main track operated,	82,049
Passenger car mileage,	236,499
Chartered car mileage,	1,265
Total car mileage,	237,764

Receipt per paying passenger, . . . . .	.0494
Receipt per total passengers carried, . . . . .	.0494
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	27
Aggregate amount of salaries and wages paid,	\$14,735.11

A book containing a ticket and 74 coupons, each good for one fare, is sold for \$3.00. Each ticket is numbered, and the coupons bear the same number, and are also consecutively numbered. The coupons are not good if detached from the book.

	Number.
Power houses,	1
Car houses,	1
Number of vehicles, 1 dump-cart.	
Steam railroad crossings under grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	12.559	12.559
Total miles owned,	12.559	12.559
Length of sidings and turnouts, . . .	.471	.471
Total computed as single track, . .	13.030	13.030

RAILS.

"T"; weight per yard, 56 lbs.; steel (miles of), 13.030; total, 13.030.

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Macadam,	1 mile.

CARS, ETC.

Cars.	Total number.	Equipped with motors.	Equipped with electric heaters.
Closed cars,	5	3	5
Open cars,	9	9	..
Freight cars,	3	..	..
Work cars,	1	1	..
Snow plows,	2	..	..
Total,	20	13	5

Employees.	Number.	Average number of hours on duty per day.	Wages per day.
Conductors,	6	9	\$1.80
Motormen,	6	9	1.80
Watchmen,	1	12	2.00
Roadmen,	6	10	1.50
Engineers,	2	9	2.14
Firemen,	1	12	1.71
Electricians,	1	10	2.57
Machinists and mechanics,	1	10	1.50

Accident.

Other persons,	Injured.
.	1

On November 3, 1902, Lucien I. Deloye of Torrington, Conn., while driving along the track in front of a moving car, on South Main street in Torrington, suddenly turned to cross the track so close to the car that the motorman was unable to stop its motion, and it struck the wagon in which Mr. Deloye was riding, throwing him out, breaking the wagon and inflicting a slight scalp wound.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JAMES ALLDIS,
President.

SAMUEL A. HERMAN,
Treasurer.

STATE OF CONNECTICUT,	{ ss.	TORRINGTON, Sept. 14, 1903.
LITCHFIELD COUNTY,		

Then personally appeared the above-named James Alldis, President, and Samuel A. Herman, Treasurer, of The Torrington & Winchester Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,
CHARLES ALLDIS,
Notary Public.

THE WEST SHORE RAILWAY COMPANY, NEW HAVEN, CONN.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Savin Rock	Merwin's Restaur't, Woodmont.	7.424	.048	7.472	Elec.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$200,000.00	\$80,000.00	\$30,000.00	*\$93,673.04	\$27,258.16	\$196,324.40

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$8,091.47	\$27,534.47	\$26,444.56	\$10,775.86	\$4,040.95

* This amount, which is the sum expended for double tracking entire length of road, is included in floating debt of Fair Haven & Westville R. R. Co.

History.

Name of company making this report: The West Shore Railway Company.

Date of organization: December 15, 1893. Charter amended, May 29, 1901.

Under laws of what State organized: Connecticut.

What carrier operates the road of this company: The Winchester Avenue R. R. Company, on basis of payment of interest on bonds and 5% dividend on stock.

Corporate Name and Address of the Company.

The West Shore Railway Company, New Haven, Conn.

Officers of the Company.

Name.	Title.	Residence.
JAMES D. DEWELL,	President,	New Haven, Conn.
ALBERT E. POND,	Secretary-Treasurer,	Boston, Mass.

Directors of the Company.

Name.	Residence.
JAMES D. DEWELL,	New Haven, Conn.
JOHN B. CARRINGTON,	" "
ALBERT E. POND,	Boston, Mass.

Capital Stock.

	COMMON.	
	No. of shares.	Total par value.
Authorized by charter,	8,000	\$200,000.00
Authorized by vote of company,	3,200	80,000.00
Issued for actual cash,	2,000	50,000.00
Issued for increased valuation of road,	1,200	30,000.00
Total amount issued,	3,200	\$80,000.00

Grand total of Common and Preferred stock now outstanding, \$80,000.00.

Amount of stock held in Connecticut, \$74,875.00.

Total number of stockholders, 73.

Total number of stockholders in State of Connecticut, 65.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First Mortgage,	1894	20	\$30,000	\$30,000	\$30,000	\$29,831

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$1,500.00

Per mile of single track owned, 7.424 miles, } Capital stock issued, \$10,775.86
 { Funded debt issued, 4,040.95

Total, . . . \$14,816.81

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Total cost to June 30, 1903.
Engineering and superintendence, .	\$1,118.00		\$1,118.00
Right of way,	10,822.44		10,822.44
Track and roadway construction, .	78,586.16	\$102,651.36	181,237.52
Electric line construction,	3,146.44		3,146.44
Cars,		8,091.47	8,091.47
Electric equipment of cars, . . . }			
Grand total,	\$93,673.04	\$110,742.83	\$204,415.87
Cost of construction and equipment per mile of road owned,			27,534.47

Statement in Detail of Additions to Construction and Equipment during the Year.

Engineering and superintendence. Double tracking entire road, partly in new location,	\$1,118.00
Right of way. Land for new layout,	10,822.44
Track and roadway construction. Double tracking entire road, partly in new location,	78,586.16
Electric line construction. Overhead work for new second track entire length of road,	3,146.44
Total,	\$93,673.04

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
\$110,742.83	Construction and equipment,	\$204,415.87	\$93,673.04
Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.
\$80,000.00	Capital Stock,	\$80,000.00	
30,000.00	Funded Debt,	30,000.00	
.....	Current Liabilities, as follows:		
	Due Lessee Company for "Ad-		
	ditions and Betterments,"	93,673.04	\$93,673.04
742.83	Accrued Liabilities:		
	Profit and Loss,	742.83	
\$110,742.83	Total,	\$204,415.87	\$93,673.04

Characteristics of Road and Equipment.

Track.	Miles owned.
Length of first main track,	3.712
Length of second main track,	3.712
Total,	7.424
Length of sidings and turnouts,	.048
Total computed as single track,	7.472
Name of rails, "T"; weight per yard, 60 lbs.	
Gauge of track, 4 feet 8½ inches.	

PAVING.

	Miles.
Belgium block,	.25

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.
Closed cars,	3	3	6
Open cars,	2	2	4
Total,	5	5	10

The road owns no cars, but at the termination of the lease the lessee is bound to restore this number of cars to this company.

List of all Accidents During the Year ended June 30, 1903.

Included in report of Winchester Avenue Railroad Company, Lessee.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JAMES D. DEWELL,
President.

ALBERT E. POND,
Treasurer.

STATE OF CONNECTICUT, }
NEW HAVEN COUNTY, } ss.

NEW HAVEN, September 12, 1903.

Then personally appeared the above-named James D. Dewell, President of the West Shore Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

WALTER P. JUDSON,
Justice of the Peace.

STATE OF MASSACHUSETTS, }
SUFFOLK COUNTY, } ss.

BOSTON, September 14, 1903.

Then personally appeared the above-named Albert E. Pond, Treasurer of the West Shore Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

JOHN J. BOYLE, JR.,
Justice of the Peace.

WILLIMANTIC TRACTION COMPANY.

History.

Name of company making this report: Willimantic Traction Company.

Date of organization: July 1, 1901.

Under laws of what state organized: Connecticut. Special act of Connecticut, 1901.

Corporate Name and Address of the Company.

Willimantic Traction Company, Willimantic, Conn.

Officers of the Company.

Name.	Title.	Residence.
WILLIAM D. GRANT,	President,	Willimantic, Conn.
WALTER H. CLARK,	Vice-President,	50 State Street, Hartford, Conn.
THOMAS F. CAVANAUGH,	Treasurer,	16 Hodges Ave., Taunton, Mass.
WM. A. ARNOLD,	Secretary,	Willimantic, Conn.

Directors of the Company.

Name.	Residence.
WILLIAM D. GRANT,	Willimantic, Conn.
PETER H. CORR,	123 Broadway, Taunton, Mass.
WALTER H. CLARK,	50 State Street, Hartford, Conn.
WM. A. ARNOLD,	Willimantic, Conn.
THOMAS F. CAVANAUGH,	16 Hodges Ave., Taunton, Mass.

Capital Stock.

	COMMON.	
	No. of shares.	Total par value.
Authorized by charter,	3,000	\$300,000.00
Authorized by vote of Company,	2,000	200,000.00
Total amount issued,	2,000	\$200,000.00

Cash realized on amount issued, \$200,000.00

Grand total of common and preferred stock now outstanding, \$200,000.00.

Amount of stock held in Connecticut, \$600.00.

Total number of stockholders, 15.

Total number of stockholders in State of Connecticut, 3.

Capital stock issued, \$200,000.00

Comparative General Balance Sheet.

Assets.	Total, June 30, 1903.
Road being built under contract, not yet fulfilled. Paid contractors on account,	\$200,000.00
Liabilities.	Total, June 30, 1903.
Capital Stock,	\$200,000.00

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WM. D. GRANT,
President.

THOS. F. CAVANAUGH,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF WINDHAM, } ss.

September 12, 1903.

Then personally appeared the above-named Wm. D. Grant and made oath that the foregoing certificate, by him subscribed, is true.

Before me, WILLIAM A. ARNOLD,
Justice of the Peace.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

September 10, 1903.

Then personally appeared the above-named Thos. F. Cavanaugh, treasurer of the Willimantic Traction Company, and made oath that the foregoing certificate by him subscribed, is true.

Before me, JOHN F. BRIRY,
Notary Public.

THE WINCHESTER AVENUE RAILROAD CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
New Haven Green	Savin Rock.	12.890	1.880	22.687	Electricity.
" "	West Haven, via Allingtown.	7.917	.....	.....
" "	Winthrop Avenue.	.....	.....	.....
Read Street	City Point.	.....	.....	.....
Savin Rock	Woodmont (leased).	3.712	.048	7.472	
Total,		28.231	1.928	30.159	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$1,000,000.00	\$800,000.00	\$500,000 00	\$196,784.18	\$49,629.76	\$775,825.00

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Operating expenses.	Operating expenses per mile operated.
\$436,479.65	\$58,264.27	\$27,481.32	\$277,124.53	\$9,816.32	\$174,564.23	\$6,183.42

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903.—Continued.**

Net earnings.	Net earnings per mile operated.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$102,560.30	\$3,632.90	\$40,000.00	\$33,353.55	\$18,093.82	\$38,448.60	\$243,030.38

Accidents.

Operated by The Fair Haven & Westville R. R. Co. See their report.

History.

Name of company making this report: The Winchester Avenue Railroad Company.

Date of organization: May 21, 1891.

Under laws of what state organized: Connecticut.

If a consolidated company name the constituent companies: A consolidation of the Winchester Avenue R. R. Co. and the New Haven & West Haven Horse R. R. Co.

Winchester Avenue R. R. Co., date of charter, June 5, 1889.

The New Haven & West Haven Horse R. R. Co., date of charter, June 20, 1865.

Amendments granted, June 27, 1866; May 29, 1867; June 17, 1869; May 31, 1870; July 22, 1874 (two); March 27, 1878; March 31, 1881; May 21, 1889; June 21, 1889; June 30, 1893; June 20, 1895; May 25, 1897; May 29, 1901; June 11, 1903.

Date and authority for each consolidation: Winchester Avenue R. R. Co., June 30, 1893; New Haven & West Haven Horse R. R., June 30, 1893.

What carrier operates the road of this company: The Fair Haven & Westville R. R. Co.

Corporate Name and Address of the Company.

The Winchester Avenue Railroad Company, New Haven, Conn.

Officers of the Company.

Name.	Title.	Residence.
JAMES S. HEMINGWAY,	President,	New Haven, Conn.
JOHN B. CARRINGTON,	Vice-President,	“ “
LEVERETT CANDEE,	Treasurer,	“ “
HENRY F. SPENCE,	Secretary,	West Haven, “

Directors of the Company.

Name.	Residence.
JAMES S. HEMINGWAY,	New Haven, Conn.
JOHN B. CARRINGTON,	" "
SAMUEL HEMINGWAY,	" "
GEORGE D. WATROUS,	" "
WILBUR F. DAY,	" "
SAMUEL E. MERWIN,	" "
HAYES Q. TROWBRIDGE,	" "
HENRY F. PARMELEE,	" "
HENRY F. SPENCER,	West Haven, "

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of Shares.	Total par value.		Rate.	Amount.
Authorized by charter, .	40,000	\$1,000,000.00			
Authorized by vote of company,	32,000	800,000.00		5%	\$40,000.00
Issued for actual cash, .	16,000	400,000.00	\$400,000.00		
Issued on account of con- struction,	1,600	40,000 00			
Issued for N. H. & W. H. R. R. stock, . . .	14,400	360,000.00			
Total amount issued,	32,000	\$800,000.00			

Grand total of Common and Preferred stock now outstanding, \$800,000.00.

Amount of stock held in Connecticut, \$799,325.00.

Total number of stockholders, 20.

Total number of stockholders in State of Connecticut, 18.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1st mort., gold,	Oct. 26, 1892	20	\$500,000.00	\$500,000.00	\$500,000.00	\$490,000.00

Funded Debt. — Continued.

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May and November 1.	\$25,000.00

Per mile of single track owned, 20.807 miles, { Capital stock issued, \$38,448.60
 { Funded debt issued, 24,030.38
 Total, . . . \$62,478.98

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1902.	Deductions during year.	Total cost to June 30, 1903.
Right of way,	\$25,427.18	421,754.63	27,019.35	\$420,162.46
Track and roadway construction,				
Electric line construction,	5,198.34	75,961.89	1,323.08	79,837.15
Real estate used in operation of road,		37,625.40		37,625.40
Buildings and fixtures used in operation of road,		81,495.17		81,495.17
Investment real estate,	352.50	156,352.32		156,704.82
Power plant equipment,		114,602.71		114,602.71
Shop tools and machinery,		4,554.96		4,554.96
Cars,		314,113.31	78.00	314,035.31
Electric equipment of cars,				
Miscellaneous equipment,		3,286.67		3,286.67
Grand Total,	\$30,978.02	\$1,209,747.06	\$28,420.43	\$1,212,304.65
Cost of construction and equipment per mile of road owned,				\$58,264.27

Statement in detail of Additions to Construction and Equipment during the Year.

Track : New second track, Howard Ave. to Ward's Corner via Allingtown.

Electric Line : " " " "

Investment real estate : Ladies' Waiting Room, Savin Rock.

Income Account for Year ending June 30, 1903.

Gross earnings from operation, 27.15% of \$1,020,716.53,	\$277,124.53	
Less operating expenses (excluding all taxes),		
27.15% of \$642,962.19,	174,564.23	
Net earnings from operation,	\$102,560.30	
Deductions from income as follows, viz.:		
Taxes { On property not used in operat'n of r'd,	\$1,083.72	
{ State,	18,093.82	
Interest on funded debt,	25,000.00	
Interest on floating debt,	8,353.55	
Rentals of leased lines,	5,500.00—	58,031.09
Net income from all sources,		44,529.21
Payments from net income as follows, viz.:		
Dividends declared, 5% on \$800,000 com. stock,		40,000.00
Surplus for year ending June 30, 1903,		\$4,529.21
Total surplus for year ending June 30, 1903,		\$4,529.21

Detailed Statement of Rentals of Leased Lines.

Name of lessor road.	Total amount of rental paid by lessee.	Portion used for payment of interest on debt of lessor.	Portion used for payment of dividends on capital stock of lessor.
West Shore Railway Co.,	\$5,500.00	\$1,500.00	\$4,000.00

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

This road was operated the past year by The Fair Haven & Westville R. R. Co. upon an agreement that the amount of net earnings after deducting operating expenses should be divided between the companies, the Fair Haven & Westville R. R. Co. receiving 72.85% and this company 27.15% of the total net earnings. This gives this company net earnings of \$102,560.30.

Operating Expense Accounts.

Operating cost, 62.99% of earnings (excluding taxes); operating cost, 69.91% of earnings (including taxes); operating cost, see report of Fair Haven & Westville R. R. Co.

Cash Statement.

Receipts:

Cash on hand June 30, 1902,	.	.	.	.	\$1,547.04
Gross earnings from operation,	.	.	.	.	277,124.53
Construction and equipment,	.	.	.	.	28,420.43
Coal, . . . . .	.	.	.	.	1,003.00
					\$308,095.00

Disbursements:

Operating expenses,	.	.	.	.	\$174,564.23
Taxes, . . . . .	.	.	.	.	19,177.54
Interest, . . . . .	.	.	.	.	33,353.55
Dividends, . . . . .	.	.	.	.	40,000.00
Construction and equipment,	.	.	.	.	30,978.02
Bills receivable, . . . . .	.	.	.	.	3,849.62
West Shore rental interest,	.	.	.	.	1,500.00
West Shore rental dividends,	.	.	.	.	4,000.00
Cash on hand June 30, 1903,	.	.	.	.	672.04

\$308,095.00

Comparative General Balance Sheet.

Total, June 30, 1902.	Assets.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$1,209,747.06	Construction & equipm't.	\$1,212,304.65	\$2,557.59	.....
	Other permanent invest- ments, as follows:			
210,000.00	Stock and property rights,	210,000.00	.....	.....
	Current assets as follows:			
1,547.04	Cash on hand,	672.04	.....	\$875.00
15,481.28	Bills receivable,	19,330.90	3,849.62	.....
1,003.00	Coal, . . . . .	.....	.....	1,003.00
4,995.69	Accident insurance,	4,995.69	.....	.....
54,260.05	Profit and loss,	49,730.84	.....	4,529.21
\$1,497,034.12	Total,	\$1,497,034.12	\$6,407.21	\$6,407.21

Total, June 30, 1902.	Liabilities.	Total, June 30, 1903.	Increase, Year ending June 30, 1903.	Decrease, Year ending June 30, 1903.
\$800,000.00	Capital stock,	\$800,000.00	.....	.....
500,000.00	Funded debt,	500,000.00	.....	.....
	Current liabilities, as fol- lows:			
196,784.18	Loans and notes payable,	196,784.18	.....	.....
249.94	Audited vouchers and ac- counts,	249.94	.....	.....
\$1,497,034.12	Grand Total,	\$1,497,034.12	.....	.....

Traffic, Mileage, and Miscellaneous Statistics.

	Number.
See report of Fair Haven & Westville R. R. Co. for unanswered questions.	
Power houses,	1
Car houses,	4
Horses owned,	2
Number of vehicles, wagons,	4
Other articles of equipment, viz.: 2 road scrapers, 1 water cart, 1 tower wagon.	
Steam railroad crossings over grade,	2
Steam railroad crossings under grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Total miles operated.
Length of first main track,	12.890	3.712	16.602
Length of second main track,	7.917	3.712	11.629
Total miles owned,	20 807	7.424	28.231
Length of sidings and turnouts,	1.880	.048	1.928
Total computed as single track,	22.687	7.472	30.159

RAILS.

Name of rail, "T"; weight per yard, 50 to 80 lbs.

Gauge of track, 4 feet 8½ inches.

PAVING.

Stone ballast, cobbles, etc., 13.18 miles.

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed,	35	35	35	9	5	6	35
Open,	50	50	50	..	20	20	..
Express,	3	2	2	1	..	..	..
Work,	3	1	..	..	..	..	..
Snow plows,	4	4	..	..	..	..	..
Sweepers,	1	1	..	..	..	..	..
Total,	96	93	87	10	25	26	35

EMPLOYEES.

See report of Fair Haven & Westville R. R. Co.

List of all Accidents during Year ended June 30, 1903.

See report of Fair Haven & Westville R. R. Co.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JAMES S. HEMINGWAY,
President.

LEVERETT CANDEE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, Sept. 14, 1903.

Then personally appeared the above-named James S. Hemingway and Leverett Candee, President and Treasurer respectively of The Winchester Avenue Railroad Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WALTER P. JUDSON,
Justice of the Peace.

THE WORCESTER & CONN. EASTERN RY. CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1903.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
From	To			
Stearns Sq., Worcester, Mass.	East Webster, Mass.	14.914	.621	15.535
East Webster, Mass.	Mass. State Line.	3.38	.210	3.590
Slater St., Webster, Mass.,	North Webster.	.54	.....	.54
Main St., Webster, "	Beacon Park, Mass.	1.38	.....	1.38
Snow's Corner, Webster, Mass.,	Perryville, Mass.	.36	.....	.36
Mass. State Line	Central Village, Conn.	25.500	.973	26.473
Central Village, Conn.,	Moosup, "	1.68	.....	1.68
Elmville, Conn.,	East Killingly, "	3.36	.....	3.36
Total,		51.114	1.804	52.918

Motive power.	Capital authorized by charter.	Stock issued.	Bonds issued.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.	*Cost construction.	Cost of construction and equipm't per mile of road owned.
Elect.	\$500,000.00	\$500,000.00	\$1,992,000.00	\$45,525.96	\$1,750,083.15	\$57,304.62

Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.
*	\$123,200.43	\$2,327.43	.162	\$100,373.95	\$1,896.21

* Road built by contract; detailed cost of construction not available.

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1903. — Continued.**

Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.	Interest.	Taxes paid State.
.132	\$22,826.48	\$431.23	.0301	\$14,194.00	\$8,845.00

Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
\$16,371.97	*\$32,743.94	758,044	2,464,000	46,548	3.25	150

* Of the bonds, \$992,000.00 were issued to acquire stocks and bonds of Massachusetts companies.

Accidents.

	Killed.	Injured.
Passengers,	None.	12
Employees,	"	1
Other persons,	"	8
Total,	None.	21

History.

Name of company making this report : The Worcester & Connecticut Eastern Railway Co.

Date of organization : August 31, 1901.

Under laws of what state organized : Laws of the State of Connecticut, vol. xiii, page 747, chapter 193; vol. xiv, page 145, chapter 212. This company was chartered as The Thompson Tramway Company, and the corporate name was changed by the Superior Court for New Haven County on January 24, 1902, to The Worcester & Connecticut Eastern Railway Company. This change of name was legislatively recognized and declared in Special Laws of Connecticut, vol. xiv, page 145, chapter 212.

If a consolidated company, name the constituent companies: The Worcester & Connecticut Eastern Railway Company (see preceding paragraph), The People's Tramway Company, The Putnam & Thompson Street Railway Company, and The Danielson & Norwich Street Railway Company.

The People's Tramway Company, charter and amendments, Special Laws of Connecticut, vol. xi, page 1045; vol. xii, page 192; vol. xii, page 1037; vol. xiii, page 387; vol. xiii, page 749.

The Putnam & Thompson Street Railway Company, charter and amendments, Special Laws of Connecticut, vol. xi, page 746; vol. xii, page 395; vol. xii, page 1026; vol. xiii, page 350.

The Danielson & Norwich Street Railway Company, charter, Special Laws of Connecticut, vol. xiii, page 800, chapter 253.

Date and authority for each consolidation: The People's Tramway Company with The Putnam & Thompson Street Railway Company August 31, 1899.

The Worcester & Connecticut Eastern Railway Company with The People's Tramway Company, September 29, 1902.

The Worcester & Connecticut Eastern Railway Company with The Danielson & Norwich Street Railway Company, September 29, 1902.

All the so-called consolidations above noted were by purchase of the property, rights, and franchises of the corporations named under the authority of the charters and amendments above cited.

Corporate Name and Address of the Company.

The Worcester & Connecticut Eastern Railway Company, Putnam, Conn.

Officers of the Company.

Name.	Title.	Residence.
FREDERIC A. JACOBS,	President,	Danielson, Conn.
SAMUEL ANDERSON,	General Manager,	Putnam, "
H. M. KOCHERSPERGER,	Treasurer,	New Haven, "
H. M. KOCHERSPERGER,	Secretary,	" "
J. E. S. CAIN,	Supt. Putnam Division,	Putnam, "
J. B. POTTER,	" Webster "	Webster, Mass.

Directors of the Company.

Name.	Residence.
CHARLES F. BROOKER,	Ansonia, Conn.
GEORGE J. BRUSH,	New Haven, "
EDWIN MILNER,	Moosup, "
F. S. CURTIS,	Boston, Mass.
H. M. KOCHERSPERGER,	New Haven, Conn.
FREDERIC A. JACOBS,	Danielson, "
E. D. ROBBINS,	Hartford, "
H. HOBART PORTER, JR.,	Lawrence, L. I.
E. N. SANDERSON,	New York, N. Y.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	5,000	\$500,000.00	.....
Authorized by vote of company,	5,000	500,000.00	.....
Issued for actual cash,	500	50,000.00	\$50,000.00
Issued for 4,000 shares of The People's Tramway Co.,	4,000	400,000.00	.....
Issued for 500 shares of The Danielson & Norwich Street Ry. Co.,	500	50,000.00	.....
Total amount issued,	5,000	\$500,000.00	\$50,000.00

Grand total of Common and Preferred Stock now outstanding, \$500,000.00.

Amount of stock held in Connecticut, \$499,700.00.

Total number of stockholders, 11.

Total number of stockholders in State of Connecticut, 8.

Funded Debt.

Description mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1st mtge., . . .	Oct. 1,	} 40	.....	\$92,000	\$92,000	*\$88,320.00
Gold bonds, . . .	1902		\$3,100,000	1,900,000	1,900,000	.....
Total, . . .	.....	.....	\$3,100,000	\$1,992,000	\$1,992,000	\$88,320.00

* Issued for purchase of property franchises, stock and bonds of other street railway companies.

INTEREST.

Rate.	When payable.	Amount accrued during year.
4½ per cent.	January 1 and July 1.	\$14,194.00

Per mile of single track owned, 30.540 miles, {	Capital stock issued,	\$16,371.97
	Funded debt issued,	32,743.94
Total,		\$49,115.91

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1903.
Engineering and superintendence, .	*\$83.15	.....
Grand Total,	*\$83.15	\$150,083.15
Cost of construction and equipment per mile of road built, . . . . .	.....	\$50,499.04

* This amount includes only the Thompson Tramway construction, 2.972 miles.

Road built by contract. No details of cost of construction or equipment available. Amount paid to contractors, \$150,000.00.

Additions and Betterments on Leased Lines.

Engineering and superintendence,	\$91.70
Shop tools and machinery,	65.41
Total,	<u>\$157.11</u>
Amount due from Lessor Company June 30, 1903,	\$157.11

Income Account for Year ending June 30, 1903.

Gross earnings from operation,	\$123,200.43	
Less operating expenses (excluding all taxes),	100,373.95	
Net earnings from operation,		\$22,826.48
Income from other sources as follows, viz. :		
Advertising,	407.99	
Rent of land and buildings,	6.00	
Interest and dividends on securities owned,	3,383.34	
Miscellaneous,	2,545.14—	6,342.47
Gross income from all sources,		<u>\$29,168.95</u>
Deductions from income as follows :		
Taxes { State,	8,845.00	
{ Other than above,	661.54	
Interest on funded debt,	14,194.00	
Rentals of leased lines,	14,454.28—	38,154.82
Deficit for year ending June 30, 1902,		<u>\$8,985.87</u>
Sundry old accounts collected,	646.05	
Credits to profit and loss account during the year,	4,647.51	
Contributions by stockholders,	125,000.00	
Total credits,	\$130,293.56	
Debits to profit and loss account during the year :		
Discount on '92 bonds sold at 96, \$3,680.00		
Sundry old accounts,	110.25	
Total debits,	3,790.25	
Net amount credited to profit and loss,		<u>126,503.31</u>
Total surplus for year ending June 30, 1903,		<u>\$117,517.44</u>

Detailed Statement of Rentals of Leased Lines.

Name of Lessor Road.	Total amount of rental paid by lessee.	Portion used for payment of interest on debt of lessor.	Portion used for payment of dividends on capital stock of lessor.	Portion not included in foregoing payment of interest or dividends.
The Webster & Dudley Street Ry.,	\$4,014.60	\$1,125.00	\$1,875.00	\$1,014.60
The Worcester & Webster St. Ry. Co.,	10,439.68	5,625.00	.....	4,814.68
Total amt. of rentals deducted from income,	\$14,454.28	\$6,750.00	\$1,875.00	\$5,829.28

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From Passengers :			
Cash fares,	.	.	\$114,631.58
Ticket fares,	.	.	2,810.47
Chartered cars,	.	.	447.25— 117,889.30
From other sources :			
Mail,	.	.	194.37
Through Passengers from Worcester Cons. St.			
Ry. Co.,	.	.	5,116.76— 5,311.13
Total gross earnings,	.	.	\$123,200.43

Operating Expense Accounts.

MAINTENANCE.

Way and Structures :			
Maintenance of track and roadway,	.	.	\$4,874.41
Maintenance of electric line,	.	.	1,142.09
Maintenance of buildings and fixtures,	.	.	378.62
Equipment :			
Maintenance of steam plant,	.	.	865.63
Maintenance of electric plant,	.	.	45.69
Maintenance of cars,	.	.	5,281.99
Maintenance of electrical equipment of cars,	.	.	5,751.98
Maintenance of miscellaneous equipment,	.	.	353.52
Miscellaneous shop expenses,	.	.	1,306.75— \$20,000.68

TRANSPORTATION.

Operation of Power Plant :			
Power plant wages,	.	.	7,046.14
Fuel for power,	.	.	13,484.58
Lubricants and waste for power plant,	.	.	341.93
Miscellaneous supplies and expenses of power plant,	.	.	578.48
Hired power,	.	.	8,751.93
Operation of Cars :			
Superintendence of transportation,	.	.	2,393.44
Wages of conductors,	.	.	12,299.52
Wages of motormen,	.	.	12,868.88
Wages of other car service employees,	.	.	77.64
Wages of car house employees,	.	.	4,289.51
Car service supplies,	.	.	875.31
Miscellaneous car service expenses,	.	.	909.68
Cleaning and sanding track,	.	.	1,388.17
Removal of snow and ice,	.	.	949.76— \$66,254.97

GENERAL.

Salaries of general officers,	\$325.80	
Salaries of clerks,	2,518.13	
Printing and stationery,	475.59	
Miscellaneous office expenses,	412.32	
Store room expenses,	230.30	
Advertising and attractions,	2,312.24	
Miscellaneous general expenses,	2,597.25	
Damages,	4,358.94	
Other legal expenses,	100.00	
Rent of land and buildings,	15.00	
Rent of tracks and terminals,	71.69	
Insurance,	801.04—	\$14,118.30
Total operating expenses,		<u>\$100,373.95</u>

Operating cost, 81.47% of earnings (excluding taxes); operating cost, 89.1% of earnings (including taxes); operating cost, 13.24 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1902,	\$1,894.76
Gross earnings from operation,	123,200.43
Income from other sources,	6,342.47
Accounts receivable, 6/30/02,	101.91
Materials and supplies, 6/30/02,	41.00
Insurance premiums, 6/30/02,	80.36
Funded debt,	88,320.00
Accounts payable, 6/30/03,	27,390.59
Credit to profit and loss acct.,	104,537.26
	<u>\$351,908.78</u>

Disbursements :

Operating expenses,	\$100,373.95
Materials and supplies,	8,267.82
Taxes,	1,168.08
Interest,	14,194.00
Unearned insurance premiums, 6/30/03,	1,000.34
Construction and equipment,	75,083.15
Accounts payable, 6/30/02,	26,471.98
Accounts receivable, 6/30/03,	1,382.99
Stocks and bonds of other companies,	103,897.95
Rentals of leased lines,	9,198.63
Improvements on leased lines,	157.11
Accrued interest on securities owned,	633.34
Cash on hand June 30, 1903,	10,079.44
	<u>\$351,908.78</u>

Comparative General Balance Sheet.

Assets.	Total, June 30, 1903.
Construction and Equipment,	\$150,000.00
Other permanent investments, as follows :	
People's Tramway Co. and Danielson & Norwich Street Rail- way Company— properties and franchises,	1,475,000.00
Worcester & Webster Street Ry. Co. and Webster & Dudley Street Ry. Co.— Stocks and Bonds,	1,003,897.95
Special Construction, Engineering,	83.15
Current Assets, as follows :	
Cash on hand,	10,079.44
Prepaid insurance,	1,000.34
Material and supplies on hand,	8,267.82
Additions and betterments on leased lines,	157.11
Accounts receivable,	1,382.99
Interest on securities owned and accrued,	633.34
Total,	\$2,650,502.14

Liabilities.	Total, June 30, 1903.
Capital stock,	\$500,000.00
Funded debt,	1,992,000.00
Current Liabilities, as follows, viz. :	
Audited vouchers and accounts,	27,390.59
Accrued Liabilities :	
Taxes accrued and not yet due,	8,338.46
Rentals accrued and not yet due,	5,255.65
Surplus,	117,517.44
Total,	\$2,650,502.14

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	2,464,000
Number of transfer passengers carried,	Not known
Number of transfer points,	1
Passenger car mileage,	758,044
Receipts per paying passenger, . . . . .	.05
Receipts per total passengers carried, . . . . .	.05
Maximum speed, miles per hour,	20
Average number of employees (including officials) during year,	150
Aggregate amount of salaries and wages paid,	\$57,510.25
	Number.
Power houses,	2
	One sub station.
Car houses,	3
Steam railroad crossings over grade,	5
Steam railroad crossings under grade,	5

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Miles operated under trackage rights.	Total miles operated.
Length of 1st main track, .	30.540	20.794	1.600	52.934
Length of sidings and turn-outs, . . . . .	.973	.831	....	1.804
Total computed as single track, . .	31.513	21.625	1.600	54.738

Name of rails, "T"; weight per yard, 56 lbs., 70 lbs., and 72 lbs. ; steel (miles of), 54.738.

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block, . . . . .	.05
Macadam,	2.915
Total miles,	2.920

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with air brake.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.
Closed,	23	23	46	23	13	2	15	23
Open,	32	23	40	...	10	10	20	...
Work,	7	2	...	...	...	...	1	...
Snow plows,	4	4	...	4	...	...	...	...
Total,	66	52	86	27	23	12	36	23

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$1.70
Motormen,	10	1.70
Watchmen,	11	1.71
Roadmen,	10	1.80
Engineers,	12	2.00
Firemen,	13	1.50

List of all Accidents, during Year ended June 30, 1903.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	..	10	..	12
Employees,	1	..	..	..	1
Other persons,	5	..	3	..	8
Total,	8	..	13	..	21

*
Statement of each Accident in Detail.

Oct. 24, 1902. Water St., Danielson. Collision between car and team; Mrs. Dooley thrown out of team; bruised about the foot and arm.

Dec. 3, 1902. North Oxford, Mass. Peter LaMountain, on sled, ran across track; bruised on head.

Dec. 4, 1902. Near power house, Danielson. Mrs. Bennett attempted to leave car while it was in motion. She fell over on her side, and complained that her hip was hurt.

Dec. 6, 1902. Oxford Center. Collision between car and vehicle; Robinson Tuttle thrown from wagon and shaken up.

Dec. 19, 1902. At Auburn Hill, Mass. Mrs. Hubbard got off car while it was in motion; hand scratched.

Dec. 24, 1902. Unknown man left car while it was in motion; fell down, bruising his cheek. Mechanicsville, Conn.

Jan. 20, 1903. Oxford Town Line. Collision between car and vehicle, John Anderson was thrown out of vehicle; nose cut and bruised about shoulders.

Jan. 23, 1903. Lake St., Webster. Wm. Koesceiski left car while in motion, without notifying conductor; bruised slightly.

Feb. 11, 1903. Main St., Danielson. Collision between car and team; Emma Weaver, one of the occupants of team, claimed her knee was hurt.

Feb. 21, 1903. David Miller, lying on track, was picked up by fender; one bruise on his face.

Feb. 24, 1903. Mechanicsville Switch. Mrs. Mequan started to leave car while it was in motion; fell on her back; not injured.

March 10, 1903. Stearns Square, Worcester, Mass. North-bound car collided with south-bound car as it entered the switch. John J. Sexton and George Fitzgerald shaken up some.

April 26, 1903. North Oxford, Mass. Joseph Moreau jumped off car while it was in motion; ankle sprained.

May 22, 1903. Mrs. Edward Jacobs attempted to leave car while it was in motion; fell on her back, uninjured.

May 24, 1903. East Main St., Webster, Mass. Andrew H. Nolan jumped from car while it was in motion; fell, injuring hand slightly.

May 27, 1903. Mrs. Frank Jaeger fell from running board; uninjured.

May 31, 1903. Auburn Bridge, Auburn, Mass. Pearly Smith, conductor, knocked off running-board; leg sprained.

June 3, 1903. Moosup, Conn. Mrs. Edwin F. Hills, in getting off car which was stopped, fell, bruising her knee.

June 19, 1903. Front St., Putnam. Collision between car and vehicle, throwing A. W. Battey, the driver, out, injuring his back.

June 23, 1903. Cemetery St., Webster, Mass. Car ran over John Cooney, who was under the influence of liquor; one foot cut off at ankle; the other foot damaged some.

Oath.

I hereby certify that all the statements in the foregoing return contained, to the best of my knowledge and belief, are full, just, and true.

H. M. KOCHERSPERGER,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, November 10, 1903.

Then personally appeared the above-named H. M. Kochersperger, Treasurer of The Worcester & Connecticut Eastern Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me, S. C. FLEETWOOD,
Notary Public



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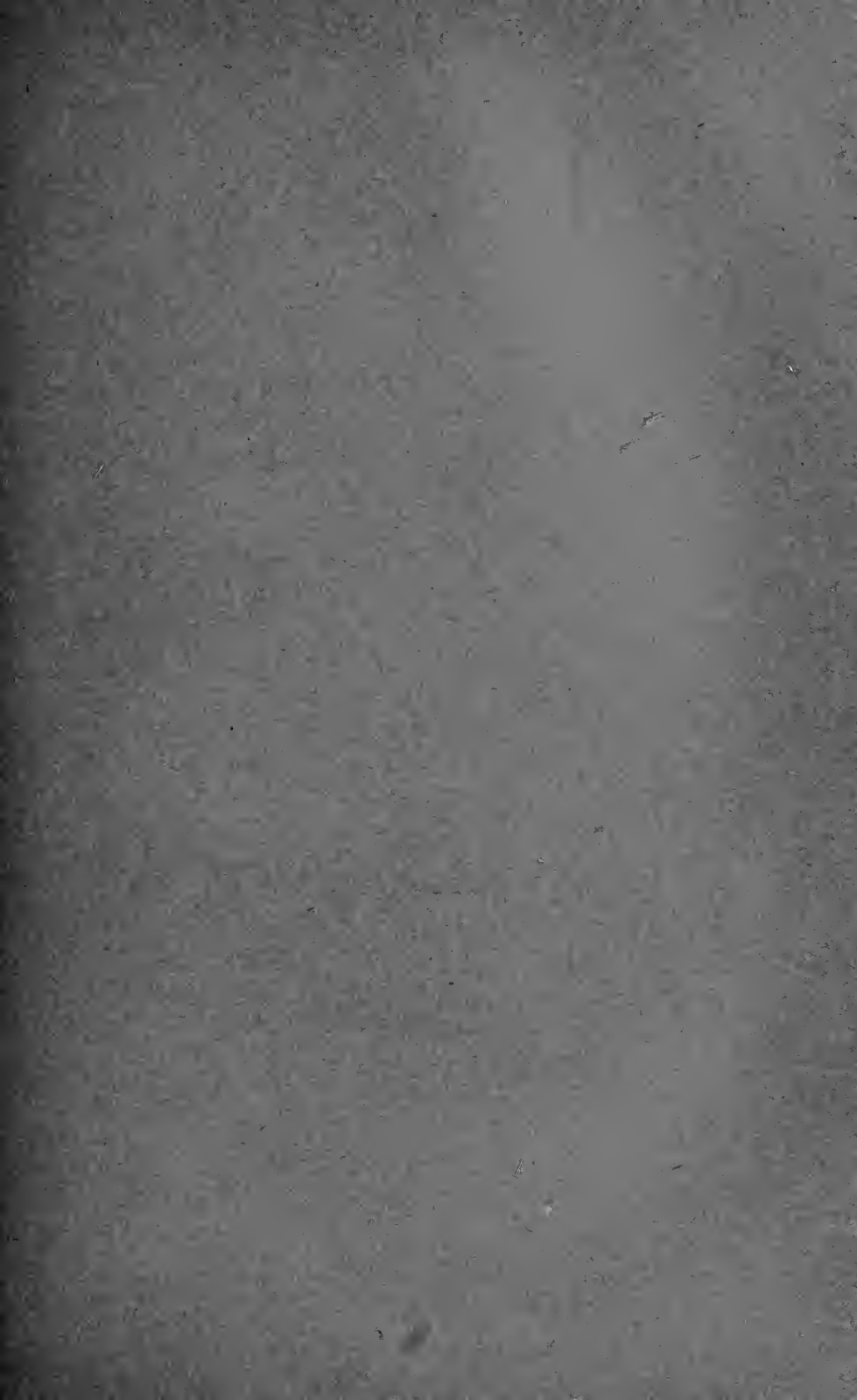
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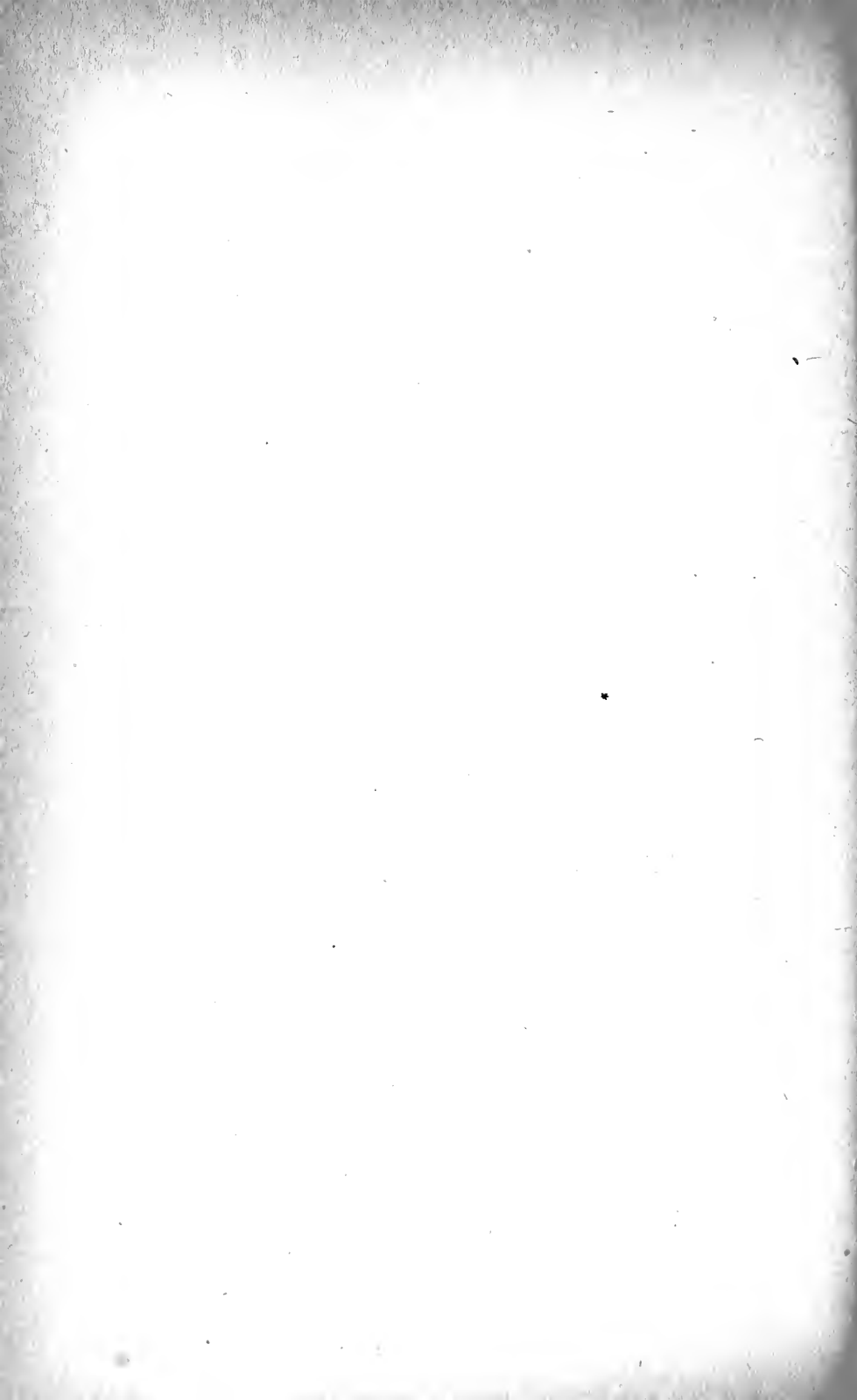




LAWS

RELATING SPECIALLY TO

RAILROADS.



Statutes Relating Specially to Railroads.

ARTICLE TWENTY-FIVE. — CONSTITUTION OF CONNECTICUT.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to
railroad corpo-
rations pro-
hibited.

§ 1. Conditions of receiving state aid towards railroad indebtedness. Whenever any town in this state, having a grand list of less than two million dollars and having a bonded indebtedness caused by assisting in building any railroad, shall desire to avail itself of the aid of the state in paying such indebtedness, the selectmen of such town, or a majority of them, shall make written application to the board of control for such aid. 1903, ch. 161.

§ 2. Payment by state. The board of control may authorize the comptroller to draw his order on the treasurer in aid of any such town, during any fiscal year, to an amount not exceeding one per cent. of the said town's indebtedness for railroads on the first day of May, 1903.

§ 3. Duties of comptroller as to payment. The comptroller shall draw his order in aid of such town when authorized by the board of control only when he is satisfied that the town seeking such aid has raised by taxation at least an equal amount to be expended in the payment of the principal of such railroad debt. All sums paid by the state under this act shall be expended for the payment of the principal of such bonded indebt-

edness in aid of railroads. All bonds so paid and redeemed shall be filed with the treasurer of the state for cancellation, and shall be burned in the presence of the committee on finance of the general assembly.

§ 4. Limit of this act. This act shall take effect from its passage, and shall continue in force only until October 1, 1908.

TITLE ONE. — CHAPTER 1.

1865.
Rev. 1888, §1.

§ 1. Construction of statutes: words and phrases. In the construction¹ of all statutes of this state, words and phrases shall be construed according to the commonly approved usage of the language;² and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1884.
Railroad.
company.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the general assembly.

TITLE TWO. — CHAPTER 2.

1844, 1865.
Rev. 1888, §392.

§ 12. Petition concerning railroad, railway, or canal charter. No petition for the incorporation of any railroad, street railway, or canal company, or for an alteration of the charter of any such company, shall be heard by the general assembly, unless public notice shall have been given by advertisement in some newspaper published in the county where such railroad, street railway, or canal is proposed to be, or is, located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad or canal, the streets, highways, and other intended route of such street railway, or the proposed alteration

Art. 25. An act authorizing an assessment of damages against a city for change of highway lines for necessary relocation of railroad line, is not within this provision. 54 C. 277.

§ 1. (1) The history and progress of laws furnish a legitimate and useful aid in their construction, 20 C. 518; (2) 61 C. 12, 63 C. 388; (3) 57 C. 57; (4) 57 C. 57; (5) 67 C. 289, 68 C. 515; (6) 59 C. 367, 67 C. 48, 49, 469, 70 C. 565.

of such charter, nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the intended manner of its construction, the feasibility of the route, the character of the soil, and the probable expense of construction.

§ 13. Certain charters granted only on petition. No act of incorporation or alteration thereof shall be granted by the general assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of any railroad company shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a street railway, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

1865.
Rev. 1888, §393.

TITLE TWO. — CHAPTER 4.

§ 63. By whom estimates are to be made. The estimates for the different classes of expenditures shall be made as follows, to wit: . . . railroad commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the treasurer and secretary. Whenever any material increase or variation in the expenditures of the preceding year shall be made in the estimates, the person making the same shall furnish the treasurer with the reason of the increase or variation. The comptroller shall cause a sufficient number of the estimates to be printed and delivered to the general assembly on the second day of its session.

1884, 1887.
Rev. 1888, §§380,
382.
1889, ch. 188.
1893, ch. 256.
1901, ch. 147.

TITLE THREE. — CHAPTER 5.

§ 77. Railroad and steamboat policemen. The governor may, from time to time, upon the application of any railroad, street railway, or steamboat company, engaged in the business of transportation in this state, commission, during his pleasure, one or more persons designated by such company, who, having been duly sworn, may act at its expense as policemen upon the premises used by it in its business, or upon its cars or vessels. When any such commission is issued or revoked, the

1867.
Rev. 1888, §296.
1893, ch. 14, §1.

executive secretary shall notify the clerk of the superior court of each county in which it is intended that such policemen shall act.

1867.
Rev. 1888, §297.
1893, ch. 14, §2.

§ 78. Their powers. Every railroad, street railway, or steamboat policeman, may arrest in his precinct for all offenses committed therein, and bring the offender before proper authority.

1867.
Rev. 1888, §298.
1893, ch. 14, §3.

§ 79. To wear an official badge. Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words "railroad police," "street railway police," or "steamboat police," as the case may be, and the name of the company for which he is commissioned.

TITLE THREE. — CHAPTER 8.

1885, 1887.
Rev. 1888, §331.
1889, chs. 12, 32,
173, 174.
1893, ch. 18, §1.
1895, chs. 3, 17,
46, §4.
1897, ch. 232, §4.
1899, ch. 147, §2.
1901, chs. 8, 30.

§ 134. Reports; number of, time of printing. He shall cause to be printed at the expense of the state, annually, a sufficient number of copies of each of the following annual reports, not exceeding the number hereinafter stated, that is to say: of the railroad commissioners, twenty-two hundred. . . . Such additional number not exceeding three hundred and seventy-five of any report made to the governor or to the general assembly, may be so caused to be printed, for exchange by the state librarian with other states and countries, and for distribution to such public libraries in this state as may request them.

1889, ch. 198.
1897, ch. 182.
1899, ch. 12.

§ 142. Transportation for members of general assembly. The comptroller, whenever requested by any member or member-elect of the general assembly so to do, shall procure from such railway company or companies, as may be necessary, a ticket or tickets entitling said member to transportation by the most convenient route or routes between Hartford and his home station, during the session of the general assembly next to be holden, or then current, which ticket or tickets the comptroller shall deliver to said member upon receiving from him an assignment to the state of his mileage allowance for such session, which assignment shall be received in full payment therefor. The comptroller shall pay for the tickets so procured by him the lowest sum or sums for which they can be obtained of the railroad companies. No railroad company shall issue to any member or member-elect of the general assembly any ticket or other

token entitling him to transportation to and from Hartford, during any session of the general assembly, except as herein provided, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

TITLE THREE. — CHAPTER 13.

§ 187. Reports of public officers. All reports and returns which any public officer is required by law to make annually shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make biennially shall be for the two fiscal years preceding; and all such reports and returns as are required to be made annually, except where it is otherwise provided, shall be made, returned, and printed on or before the thirty-first day of December in the year in which they are required to be made. And all such reports and returns as are required to be made biennially shall be made, returned, and printed on or before the thirty-first day of December preceding the next regular session of the general assembly.

1885, 1887.
Rev. 1888, §376
1889, ch. 231.

TITLE FOUR. — CHAPTER 23.

§ 274. Trustee of railroad corporation may release interest. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1858, 1885.
Rev. 1888, §517.

TITLE SIX. — CHAPTER 51.

§ 708. Fire communicated by railway engine. In all actions to recover for any injury occasioned by fire communicated by any railroad locomotive engine in this state, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall,

1840.
Rev. 1888, §1096.
See §3780.

at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

TITLE SIX. — CHAPTER 56.

1832, 1846, 1861,
1867, 1868, 1884,
Rev. 1888, §918.

§ 831. Attachment effective without removal of property, when. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided* the service of such attachment shall be completed and a copy of the process and of the accompanying complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated, within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

TITLE SIX. — CHAPTER 58.

1856.
Rev. 1888, §1178.

§ 917. Levy on interest of one railroad in another's property. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or roadbed, of any other railroad corporation, together with the income, rents, and profits which may be due or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk, of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he

shall post the same upon some signpost in the town where such last-named corporation has its office or principal place of business in this state, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

TITLE SIX. — CHAPTER 79.

§ 1119. Action for injury to person and property limited to one year. No action to recover damages for injury to the person, or for an injury to personal property caused by negligence, shall be brought but within one year from the date of the injury or neglect complained of.

1865, 1867.
Rev. 1888, §1383.
1893, ch. 45.
1897, ch. 189.
1903, ch. 149.

§ 1120. Suit for forfeiture on penal statute limited to one year. No suit for any forfeiture upon any penal statute shall be brought but within one year next after the commission of the offense.

1672.
Rec. 1888, §1379.

§ 1130. Four months' notice required in actions against railways. No action to recover damages for an injury to, or for the death of, any person, or for an injury to personal property, caused by negligence, shall be maintained against any electric, cable, or street railway company, or against any steam railroad company, unless written notice containing a general description of the injury and of the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have been given to the defendant within four months after the neglect complained of, unless the action itself is commenced within said period of four months. Such notice may be given to the secretary, or to any agent or executive officer of the company in fault.

1895, ch. 176.
1897, ch. 197.

TITLE SEVEN. — CHAPTER 82.

1801, 1846, 1873.
Rev. 1888, §1400.

§ 1141. Homicide, when punished by death. Every person who shall commit murder in the first degree, or who shall cause the death of another by wilfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by wilfully burning any building or vessel, shall suffer death.

1853.
Rev. 1888, §1403.

§ 1144. Misconduct of railroad servants causing loss of life. Every servant of any railroad company who shall, in consequence of his intoxication, or of any gross or wilful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned not more than ten years.

1873.
Rev. 1888, §1471.
1895, ch. 87.

§ 1145. Wilful throwing or shooting at railway cars. Every person who shall wilfully throw or shoot any missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both.

TITLE SEVEN. — CHAPTER 84.

1852, 1873.
Rev. 1888, §1429.

§ 1182. Placing obstructions on railroads. Every person who shall wilfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the state prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

1871.
Rev. 1888, §1431.

§ 1184. Displacement of switches or injury to signals on railroads. Every person who shall wilfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal, or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the state prison not more than ten years.

§ 1199. Breaking and entering railroad car for criminal purpose. Any person who shall at any time break and enter any railroad car, with intent to commit a crime therein, shall be imprisoned not more than ten years.

1895, ch. 213.

§ 1208. Theft or embezzlement of passage tickets. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing, or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

1895, ch. 113.

§ 1234. Wilful injury to cars or engines. Every person who shall wilfully injure any engine or car used upon any railroad, or any car used upon any street railway, shall be fined not more than one hundred and fifty dollars, or imprisoned not more than one year, or both.

1852.
Rev. 1888, §1472.
1895, ch. 87.

§ 1235. Nuisances on railroad tracks or in depots. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

1866.
Rev. 1888, §1473.

§ 1236. Nuisances on railroad bridges. Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1869.
Rev. 1888, §1474.

§ 1241. Wilful injury to electric railway appliances. Every person who wilfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, or motor attached, appertaining to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned not more than three years.

1895, ch. 72.

1897, ch. 53.

§ 1242. Unlawful appropriation of electric current.

Every person who shall, without permission, knowingly withdraw or cause to be withdrawn, and appropriate to himself for his own use or for the use of any other person, any current of electricity from the wires of any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power; and any person having permission to use the said electric current for certain specified purposes, who shall knowingly, wilfully, and intentionally withdraw or cause to be withdrawn such electric current for any other purpose; and every person to whom such electric current is furnished from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or by any contrivance whatsoever, withdraw or take off the electric current in any manner except through such meter, shall be fined not more than fifty dollars, or imprisoned not more than ninety days, or both.

1869.
Rev. 1888, §1483.

§ 1249. Wilful injury to baggage on public conveyances. Every person whose duty it is to handle, remove, or take care of the baggage of passengers, by any public conveyance, who shall wilfully or recklessly injure or destroy any article of baggage, while loading, transporting, unloading, delivering, or storing the same, shall be fined not more than fifty dollars, half of which shall be paid by order of the court to the person who shall make complaint.

TITLE SEVEN. — CHAPTER 86.

1874.
Rev. 1888, §1517.
1895, ch. 87.

§ 1293. Abandonment or obstruction of engines or cars. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

1874.
Rev. 1888, §3603.
1889, ch. 44.

§ 1294. Wilful hindering street railway company in use of its tracks. Every person who shall wilfully hinder any electric, cable, or street railway company in the use of its roads or tracks, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both.

TITLE SEVEN. — CHAPTER 88.

§ 1334. Transportation of animals on railroads. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest, for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and said company shall, in such case, have a lien upon such animals for food, care and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

1874.
Rev. 1888, §1544.

TITLE SEVEN. — CHAPTER 89.

§ 1373. Neglect to close gates and bars at railroad crossings. Every person who shall enter upon, or cross a railroad at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not more than ten dollars, and shall be liable for any damage resulting therefrom.

1876.
Rev. 1888, §1573.

§ 1388. Gaming on public conveyances. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not more than six months.

1869.
Rev. 1888, §2557.

TITLE SEVEN. — CHAPTER 91.

1889, ch. 121.

§ 1423. False returns to commissioners. Every person who shall wilfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner, or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this section, shall be imprisoned not more than five years.

1867, 1871.
Rev. 1888, §1591.
1889, ch. 68.
1895, ch. 87.
1903, ch. 123.

§ 1428. Fraudulent evasion of payment of fare. Every person who shall fraudulently evade or attempt to evade the payment of the lawful fare for his conveyance on any steamboat, or in any steam railroad car, or in any electric or street railway car, or for the use of any public hack, carriage, or express wagon, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1899, ch. 153.

§ 1429. Fraudulent issue and use of transfer ticket upon public conveyance. Every conductor of a street railway car or other public conveyance, and every other person whose duty it is to collect fares on such car or conveyance, or issue a transfer ticket, or written or printed instrument, giving, or purporting to give, the right of transfer to another person or persons from a public conveyance operated upon one line or route of a street railway, to a public conveyance upon another line or route of a street railway, or from one car to another car upon the same line of a street railway, who shall knowingly and with intent to defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to another person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and every person who shall fraudu-

lently and with intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him; and every person who shall sell or give any such transfer ticket or instrument originally issued to him, to another person with intent to have such transfer ticket or instrument used or offered for passage by such other person, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

TITLE SEVEN. — CHAPTER 95.

§ 1488. Fines and forfeitures; prosecutions; liability of corporation. All fines, forfeitures, and penalties, unless otherwise expressly disposed of by law, if imposed on any person by the superior court or by the criminal court of common pleas, or by the district court of Waterbury, shall belong to the state; if by a justice of the peace, to the town wherein the offense was committed. When a fine, penalty, or forfeiture is imposed by any statute as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the state, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture, shall, in such case, belong to the state, county, or town, as the case may be. Whenever any corporation has incurred a penalty or forfeiture, or is liable to a fine, the state's attorney in the county wherein such corporation is located, or has its principal place of business in this state, may bring a civil action, on this statute, in the name of the state, to recover such penalty, forfeiture, or fine. The jurisdiction of the court to which such action may be brought shall be determined by the maximum amount of the penalty, forfeiture, or fine that may be imposed. The court shall render judgment, under the limitations of law, for the recovery of such penalty, forfeiture, or fine, and issue execution therefor.

1750, 1814, 1886.
Rev. 1888.
§§1611, 1691.
1899, ch. 190.

TITLE SEVEN. — CHAPTER 97.

§ 1504. Venue. Every person charged with any offense shall be tried in the county wherein it shall have been committed, except when it is otherwise provided; and when theft shall be committed in one county, and the property stolen shall be carried

1821, 1874, 1878.
Rev. 1888, §1618.

into another county, the offender may be tried in either county. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

TITLE NINE. — CHAPTER 110.

1650, 1722, 1867.
1874.

Rev. 1888, §2002.
1895, ch. 302.
1897, ch. 132.

§ 1770. Arrest without warrant. Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, special protectors of fish and game, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

TITLE TEN. — CHAPTER 121.

1899, ch. 216, §2.

§ 1950. Street railway company to sprinkle street or highway, when. Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, or borough within which such street or highway is located, shall itself sprinkle with water so much of the width of said part of said street or highway as is included within its tracks and a space of two feet on the outside of the outer rails thereof, to the acceptance of said town, city, or borough; and said town, city, or borough shall furnish such street railway company, free of expense to such company, the water to be used for such sprinkling. Any town, city, or borough, and any street railway company operating therein, shall have the power to contract together for the sprinkling with water by the street railway company of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, or borough shall obtain and furnish to such street railway company water to be used in sprinkling streets or highways in such town, city, or borough.

TITLE ELEVEN. — CHAPTER 125.

1873, 1881.
Rev. 1888, §2668.

§ 2015. Certain bridges to have draws. No bridge without a draw shall be built or maintained across any water

navigated by open-deck vessels for business purposes, -whose passage would be impeded thereby; and if any bridge is so maintained or its construction commenced, the superior court, as a court of equity, or any judge thereof in vacation, upon the complaint of any party aggrieved, may enjoin the maintenance or construction of such bridge, and may order its removal at the expense of the respondent, and that a suitable bridge be built, and establish the width of the draw therein. But whenever any public highway shall be laid out over any navigable water, it shall be competent for the committee of the superior court appointed with power to lay out such highway, or for a committee appointed by the superior court upon the application of the selectmen of the town which has laid out such highway, to inquire, after due and reasonable notice to all parties interested, whether the building, construction, or maintenance of a bridge without a draw will materially interfere with the navigation of the said water by open-deck vessels for business purposes. If such committee finds that the construction or maintenance of such a bridge without a draw will not materially interfere, as aforesaid, with the navigation of said water, then said committee, after giving at least five days' notice in the manner prescribed for the service of legal process to all persons owning wharves, docks, or wharf privileges above such bridge, may assess the damages which the construction of such bridge without a draw will be to the owners of such wharf or wharf privileges, and if the committee shall find that the total amount of such damages, if paid by the town in which such bridge is located, will be more economical for such town than the construction or maintenance of such bridge with a draw, then such bridge may be maintained, built, or constructed without a draw, after the amount of damages so found has been paid to the parties entitled to the same, or has been deposited in the town treasury subject to their order; and the amount of such damages shall be paid by the town in which the bridge is located, as a part of the expense of building or maintaining such highway or bridge. All persons interested in such wharves or wharf privileges shall be entitled to all of the privileges by way of remonstrance and re-estimate of damages which are provided in this chapter for persons interested in laying out or altering a highway. This section shall not be construed to authorize the construction of a bridge without a draw over Branford river below Hobart's bridge.

Branford river.

1869, 1871.
Rev. 1888, §2671.

§ 2018. Bridges over railroad tracks. The bottom timbers of all bridges constructed over any railroad track after July ninth, 1869, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing.

1672, 1869, 1874.
1883.
Rev. 1888, §2673.
1895, ch. 172.
1899, ch. 97.

§ 2020. Damages for injuries by defective roads or bridges. Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence, shall, within sixty days thereafter, or, if such defect consists of snow or ice, or both, within five days thereafter, be given to a selectman of such town, or to the clerk of such city or borough, or to the secretary or treasurer of such corporation; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

1866, 1878.
Rev. 1888, §2692.
1893, ch. 250.
1903, ch. 4.

§ 2039. Damages for obstructing street with railroad cars. Any person traveling upon any public street or highway, which is crossed by a railroad, who shall be obstructed or prevented from crossing such railroad for a longer time than five minutes, by reason of trains, cars, or locomotives, standing upon or across such street or highway, may recover twenty-five dollars and costs from the corporation owning or operating said railroad; provided suit is brought within thirty days after the date of such obstruction.

1881.
Rev. 1888, §2693.

§ 2040. Highways in cities not to be obstructed by railroad trains. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive, to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any ser-

vant, agent, or employee of any railroad corporation wilfully violating any provision of this section shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

§ 2047. Highways laid out near railroad need approval of judge. No highway which does not cross a railroad track shall be laid out or opened to the public within one hundred yards of any railroad track unless the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds that public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

1878.
Rev. 1888, §2700.

§ 2051. Damages or benefits by change of grade of highway. When the owner of land adjoining a public highway, or of any interest in such land, shall sustain special damage or receive special benefits to his property by reason of any change in the grade of such highway, or by reason of excavations in such highway, made in the process of repairing the same by the town, city, or borough, in which said highway may be situated, or by any corporation whether acting by authority or direction of the railroad commissioners or otherwise, such town, city, borough, or corporation, shall be liable to pay to such owner the amount of such special damage, and shall be entitled to receive from him the amount or value of such special benefits, to be ascertained in the manner provided for ascertaining damages and benefits occasioned by laying out or altering highways. Whenever special benefits shall be finally assessed and established concerning any lands or interests therein, under the foregoing provisions, such town, city, borough, or corporation, shall have a lien upon the lands concerning or upon which they are so assessed, to be established and enforced in the manner provided for establishing and enforcing liens for benefits occasioned by public works in the town, city, or borough, in which such highway is situated.

1874, 1875, 1882.
Rev. 1888, §2703.
1895, ch. 211.
1901, ch. 66.

§ 2047. Judge shall consider danger more than expense. 64 C. 256.

1866.
Rev. 1888, §2712.

§ 2060. Highway unsafe by railroad occupation altered by court. The superior court of the county in which is any highway, or any portion thereof, taken for railroad purposes by any other corporation than a street railway company, unless such highway or portion thereof is in a city or borough which has control of its highways, or has been constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1897, ch. 207.

§ 2081. Highway crossing railroad. When deemed discontinued. Any public highway crossing a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

1901, ch. 145, §1.

§ 2094. State payment for drawbridge crossed by street railway. Every town or city, owning, operating, and maintaining a drawbridge over and across which any street railway company operates its cars shall, upon the presentation to the comptroller of a certificate to that effect, signed by the selectmen of such town or the mayor of such city, receive from the state annually the sum of five hundred dollars for each and every such drawbridge.

TITLE THIRTEEN. — CHAPTER 144.

Of Grand Army
posts.

State bonds.

§ 2315. Property exempt from taxation. The following property shall be exempt from taxation: . . . all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes, or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their

exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in § 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

Certain municipal bonds.

§ 2326. Property in another state, and taxed there, exempt here. The list of any person need not include any property situated in another state, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such state, to the same extent as other like property owned by its citizens; but the provisions of this section shall not apply to moneys loaned by residents of this state to any party out of this state, as money at interest; nor to bonds issued by, or loans made to, any railroad company located out of this state, when such bonds are owned, and loans made, by residents of this state.

1852, 1872.
Rev. 1888, §3830.

§ 2330. Taxation of dwelling houses of railroad companies. Every dwelling house belonging to any railroad company shall be set in the list and taxed in the town where said dwelling house is situated, notwithstanding the fact that the same may be rented to or occupied by an employee of said railroad company; and the amount paid for taxes on any such dwelling house or houses shall be deducted from the sum re-

1877.
Rev. 1888, §3835.

quired by law to be paid by such railroad company for taxes to the state.

TITLE THIRTEEN. — CHAPTER 147.

1864, 1869, 1871,
1875, 1876, 1882,
1887.
Rev. 1888, §3919.

§ 2423. Returns by railroad companies. The secretary or treasurer of every railroad company, any portion of whose road is in this state, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver shall, on or before the fifteenth day of November, annually, deliver to the comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely: the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding such thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in § 2315, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee or receiver, the amount paid for taxes in this state during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes, the whole length of the road, and the length of those portions thereof lying without this state.

1864, 1869, 1871,
1875, 1882, 1887.
Rev. 1888, §2920.

§ 2424. Tax on railroad companies. Every such railroad company, trustee, or receiver, shall, on or before the twenty-

§ 2423. Cash on hand means money or instruments which pass from hand to hand or are immediately convertible into money. 60 C. 327. Tax on railroads running into other states constitutional. 60 C. 327.

§ 2424. Exemption of original capital applied to increase, including preferred stock. 30 C. 290. This section does not exempt railroad bonds in the hands of holders. 33 C. 187. Assessments of benefits not within this section as a tax. 36 C. 255. Exemption from other taxation not limited to that used for railroad purposes. 40 C. 491. What property regarded as used for rail-

fifth day of November, annually, pay to the state one per cent. of the valuation, made and corrected by the board of equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this state during the year upon any real estate owned by said company, trustee or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this state for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this state.

§ 2425. Tax when only part of railroad lies in this state. When only part of a railroad lies in this state, the company owning such road shall pay one per cent. on such proportion of the above-named valuation as the length of its road lying in this state bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this state, which the board of equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the board of equalization, and such railroad company shall pay to the treasurer of this state one per cent. on such value, at the time fixed in § 2424 for the payment of other railroad taxes; and when any such sum becomes due, and such company shall not have then the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the state within the time above prescribed.

1864, 1876.
Rev. 1888, §3921.

road purposes. 40 C. 498. Statute seeks to tax value of property within this state devoted to railroad purposes. 42 C. 103; 48 C. 53. Compensation for additional burden because of street railway not a tax. 67 C. 198.

§ 2425. No deduction because of leased lines in another state not owned. 48 C. 44.

1862.
Rev. 1888, §3922.

§ 2426. Lessee of railroad may deduct taxes paid from rent. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1881.
Rev. 1888, §3923.
1895, ch. 74.
1899, ch. 31.
1903, ch. 173.

§ 2427. Returns as to railroads and railways in other state, or boat company. Every railroad company in this state, which holds by lease or otherwise a railroad or railway in another state which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, any amount which has been expended by it in the construction or permanent improvement of such railroad or railway in another state, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad or railway corporation whose line of railroad or railway is without the limits of this state; and how much of its funded and floating debt was occasioned by such exchange or purchase; and, in computing the amount of the tax to be paid by said company to this state, the amount of such funded or floating debt, and of such stock so occasioned or issued as afore-said, shall be first deducted from the total amount of its funded and floating debt and stock; and such railroad company shall in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company; and, in computing the amount of tax to be paid by such railroad company to this state, the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock.

1875.
Rev. 1888, §3924.

§ 2428. Returns by railroad mortgagees in possession. The mortgagees or trustees of any railroad lying in whole or in part in this state, who have, or shall hereafter, come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they

remain in possession of said railroad, deliver to the comptroller a sworn statement of the value of said road, its equipment and other property located in this state, and in their hands, as such mortgagees or trustees.

§ 2429. Tax on railroad in hands of mortgagees or trustees. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the state a sum equal to one per cent. on the value of said road, equipment, and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes. 1875.
Rev. 1888, §3925.

§ 2430. Return and payment when another company buys railroad. In all cases in which the road and estate of any railroad company has been, or shall be, foreclosed under any mortgage executed by it, and any other railroad company has become or shall become, by purchase or otherwise, the owner of said road and estate so foreclosed, such other company shall make the returns and payments required by this chapter, and any funded or floating indebtedness for which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it or by some predecessor in title. 1875.
Rev. 1888, §3926.

§ 2431. Taxes to be liens on railroad property. Any and all taxes which shall become due to the state from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever. 1875.
Rev 1888 §3927.

§ 2432. Taxation of street railways. The existing statutes with regard to the taxation of railroads shall apply, extend to, and include all street railways of every description. 1893, ch. 209.

§ 2442. Value of certain railroad stocks, how determined. If any railroad company, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the 1887.
Rev. 1888, §3931.
1899, ch. 171.

same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock, or class of stock, as the case may be, for the purpose of the returns so to be made as aforesaid, shall be the average of the closing bids or prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining and correcting said returns, and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the state require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix, a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do.

§ 2443. Valuation in certain cases. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party, whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

TITLE TWENTY-TWO. — CHAPTER 197.

§ 3335. **Proxies limited.** No person shall vote at any meeting of the stockholders of any bank, trust company, or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting. No such power shall be used at more than one annual meeting.

1831, 1852.
Rev. 1888, §1927.

TITLE TWENTY-SIX.

RAILROAD AND RAILWAY CORPORATIONS, AND RAIL-ROAD COMMISSIONERS.

CHAPTER 212.

Organization and Powers of Steam Railroad Companies.

§ 3658. **Twenty-five persons may form company.** Any number of persons not less than twenty-five may form a company for the purpose of constructing, maintaining, and operating a railroad for public use in the conveyance of persons and property.

1871.
Rev. 1888, §3433.

§ 3659. **Articles of association.** The persons forming such company shall sign articles of association, in which shall be stated: first, the name of the company; second, the place where its principal office or place of business is located, which shall be and continue in this state; third, the places from and to which and the names of all the towns through and into which it is proposed to construct, maintain, and operate said road; fourth, the length of said railroad, as nearly as may be; fifth, the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road proposed to be constructed; sixth, the names and residences of not less than nine directors of said company, who shall be chosen by the persons subscribing said articles of association, and a majority of whom shall be residents of this state, and who shall manage its affairs for one year. The amount of the funded and floating debt of any such company shall at no time exceed the amount of cash actually paid in upon its capital stock.

1871.
Rev. 1888, §3434.

1871.
Rev. 1888, §3435.

§ 3660. Subscriptions for capital stock. Filing of articles. The capital stock of such company shall be divided into shares of one hundred dollars each, and each subscriber to such articles of association shall subscribe thereto his name, residence, and the number of shares of such stock which he agrees to take. On compliance with the provisions of § 3661, such articles of association may be filed in the office of the secretary of state, who shall indorse thereon the date of their filing, and record them; and thereupon the persons who have subscribed such articles, together with all persons who shall become stockholders of such company, shall be a corporation by the name specified in such articles.

1871.
Rev. 1888, §3436.

§ 3661. Engineer's report. Directors' affidavit. Evidence of corporate existence. Such articles of association shall not be filed or recorded unless they are accompanied by the report, under oath, of a skillful engineer, founded on an actual examination of the route, showing the character and structure of the proposed roadbed, with its indications of rock or earth cuttings, the manner in which it is proposed to construct such railroad, the general profile of the surface of the country through which it is proposed to be made, the feasibility of the route, and an estimate of the probable expense of constructing the same; a copy of which report shall be kept on file in the office of the secretary of state; nor shall such articles of association be filed or recorded until at least five thousand dollars of stock for every mile of railroad proposed to be made is subscribed for, and ten per cent. of such subscription paid in cash to the directors named in said articles, nor unless there is annexed thereto an affidavit made by at least three of said directors, that the amount of stock required by this section has been in good faith subscribed for and ten per cent. in cash paid thereon as aforesaid, and that it is intended in good faith to construct the road named in such articles. A copy of any articles of association filed and recorded as aforesaid, or of the record thereof, certified by the secretary of state, shall be *prima facie* evidence of the due formation, existence, and capacity of such corporation.

§ 3660. The stockholder's subscription establishes his relation to the company and his obligation to pay installments duly called in. 22 C. 452. Amendment to charter does not usually affect stockholder's contract of subscription. 38 C. 72.

§ 3662. Books for subscriptions to stock. When such articles of association are recorded in the office of the secretary of state, the directors may, in case the whole of the capital stock is not subscribed for, open books of subscription in such places and on such notice as they may deem expedient, and may continue to receive subscriptions until the whole of the capital stock is subscribed for; and no subscription shall be received unless accompanied by a payment of ten per cent. Such company shall not commence the construction of its road until at least ten thousand dollars a mile is subscribed to the capital stock thereof by responsible persons.

1871.
Rev. 1888, §3437.

§ 3663. Increase of stock. When any railroad company shall desire to increase its capital stock, it shall make application in writing to the railroad commissioners, setting forth the amount to which and the purpose for which it is desired to make such increase. Whereupon the commissioners shall fix a time and place for hearing such application, and require such notice thereof to be given as they may deem reasonable.

1878.
Rev. 1888, §3450.

§ 3664. Recommendation by railroad commissioners. The commissioners shall make a finding of all the essential facts presented to them in regard to such proposed increase of capital stock, and report the same to the next session of the general assembly, with a recommendation whether such increase should be allowed or not, and, if allowed, the manner in which and terms upon which such stock should be issued.

1878.
Rev. 1888, §3451.

§ 3665. Special authority for increase required. No such company shall increase its capital stock except by special authority of the general assembly, nor shall such authority be given except upon the recommendation of the commissioners, made pursuant to § 3664.

1878.
Rev. 1888, §3452.

§ 3666. Other companies prohibited from holding stock. No other railroad company shall subscribe for, take, or hold, either directly or indirectly, any stock or bonds of any railroad company established under the said general law, unless specially authorized by the general assembly.

1882.
Rev. 1888, §3442.

§ 3667. Directors, officers, and by-laws. The direction of the affairs of every such company shall be vested in a

1871.
Rev. 1888, §3455.

board of not less than nine directors, chosen annually by the stockholders, and such directors may fill any vacancies which may occur in their number. They shall elect one of their number president of the company, who shall also be president of the board, and shall choose a secretary of the company, who shall also be secretary of the board, and be sworn to the faithful discharge of his duty, and a treasurer of the company, who shall give bond to the company in such sum as shall be required by the by-laws, for the faithful discharge of the duties of his office. The directors may elect such other officers as they may deem expedient, and may make by-laws and regulations in regard to the management of the stock, property, and affairs of the company.

1849, 1864.
Rev. 1888, §§3456,
3458.

§ 3668. Meetings how called; stock votes. All meetings of such companies shall be called in such manner as the by-laws provide. At such meetings each stockholder shall be entitled to one vote for each share held by him; but no stockholder shall be allowed to vote on any stock unless all assessments or installments thereon, legally called in by such company, have been fully paid.

1853.
Rev. 1888, §3457.

§ 3669. Use of proxies regulated. Every railroad company may prohibit its officers from voting at the election of directors upon stock other than their own. No officer of such company shall request any stockholder to execute a power of attorney to vote upon his stock; and no person shall be allowed to vote by virtue of a power so obtained. Every person who shall violate the provisions of this section shall be disqualified from holding any office in such company for one year thereafter.

1871.
Rev. 1888, §3458.

§ 3670. Company's powers. Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

§ 3671. Right to take land limited. Lands of infants and others.

No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

1867, 1882.
Rev. 1888, §3439.

§ 3672. Time for commencing and completing road.

If any railroad company organized under the general laws of this state shall not, within two years after its articles of association are recorded in the office of the secretary of state, commence the construction of its road, and expend thereon ten per cent. of the amount of its subscribed capital, or shall not finish or put in operation its railroad within five years from the time of recording said articles, its corporate existence and powers shall cease; *provided*, that if said railroad company has been prevented by litigation, or by the opposition of any party, from complying with the provisions of this section, the railroad commissioners shall extend the time for the commencement of such railroad, for such expenditure, and for taking lands, for a period or periods not exceeding in the whole two years beyond the two years hereinbefore mentioned.

1882.
Rev. 1888, §3440.

§ 3673. Crossing navigable waters. Any railroad company organized under said general law may construct its railroad across navigable waters, when such company shall have filed in the office of the secretary of state a sworn statement of a competent engineer, approved by the railroad commissioners and the president and treasurer of such company, that in the construction of such railroad in this state there has been ex-

1882.
Rev. 1888, §3441.

§ 3671. This section applies to all railroad companies, whether organized under general law or special charter, in the absence of express provision to the contrary. 72 C. 687. Adoption of layout exhausts company's power of election. 73 C. 509.

§ 3673. The word "organize" in railroad charters usually means choice and qualification of necessary officers. 33 C. 66.

pendent at least ten thousand dollars for each mile of such railroad within this state between either terminal point in the location of such road and the proposed location of such bridge; *provided*, that no bridge shall be constructed across any river or harbor nearer the sea than some existing bridge across such river or harbor, and that all such bridges shall be constructed in such manner, and of such materials and with draws of such width for the passage of vessels, as the railroad commissioners shall authorize and direct; but nothing herein shall be construed to authorize any railroad company to construct or use a bridge for any but railroad purposes.

1882.
Rev. 1888, §3443.

§ 3674. Companies may consolidate. Any railroad company, incorporated under the laws of this state for the purpose of building and operating a railroad within this state extending to or beyond the boundary line of this state, may consolidate its capital stock, franchises, and property with the capital stock, franchises, and property of any other incorporated railroad company whose line of railroad, built or to be built, is situated wholly outside of this state, whenever the railroads of the companies thus consolidating form one continuous line of railroad from some point in this state to some point in an adjoining state; *provided*, that no companies shall thus consolidate if, at the time of their consolidation, the aggregate outstanding bonds of the companies proposing so to consolidate exceed one-half of what has been actually expended upon the railroads of such consolidating companies, the amount of such bonds and expenditure to be ascertained from a written statement concerning each company, certified to the comptroller under the oath of the presidents and treasurers of the respective companies and of an engineer approved by the railroad commissioners of this state; and false swearing in the matter shall be perjury; and *provided*, that no railroad companies shall be consolidated under this provision whose railroads, built or to be built, run on parallel or competing lines.

1883.
Rev. 1888, §3444.

§ 3675. Consolidation agreement. Such consolidation shall be made as follows: the directors of the companies proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of

§ 3674. Railroad corporations may be united, or a new one created, by concurrent action of two states. 28 C. 299.

such companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new company, the number and names of the directors and other officers thereof, who shall be the first directors and officers, their places of residence, the number of shares of the capital stock, the par value of each share, the manner of converting the capital stock of each of such companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as the directors shall deem necessary to perfect such new organization and the consolidation of such companies and railroads. In no case shall the capital stock of the company formed by such consolidation exceed the sum of the capital stock of the companies so consolidated, at the par value thereof, nor shall any bonds or other evidences of debt be issued as a consideration for, or in connection with, such consolidation.

§ 3676. Stockholders' ratification. Said agreement shall be submitted to the stockholders of each of such companies at a special meeting thereof, called separately, for the purpose of taking the same into consideration. Due notice of the time and place of such meeting and the object thereof shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on its books, and delivered to such persons respectively or sent to them by mail, when their post-office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town, or county where such company has its principal office or place of business. At such meetings said agreement shall be considered, and a vote taken by ballot for its adoption or rejection; and if two-thirds of all the stock of each company shall vote for the adoption of said agreement, then that fact shall be certified thereon by the secretaries of the respective companies under the seals thereof, and the agreement so adopted, or a certified copy thereof, shall be filed in the office of the secretary of state, and shall be the agreement and act of consolidation of such companies. A copy of said agreement, duly certified by the secretary of state under the seal of the state, shall be evidence in all courts and places of the existence

1883.
Rev. 1888, §3445.

of such new company, and that the provisions of §§ 3674 and 3675 and of this section have been duly complied with.

1883.
Rev. 1888, §3446.

§ 3677. Powers of consolidated company. Such consolidated company, formed as aforesaid, shall have and enjoy all the rights, franchises, property, and privileges which at the time of their consolidation the constituent companies severally had or enjoyed, subject to the provision that such consolidation shall not confer upon any railroad company any power or privilege not given by the laws of this state to all railroad companies organized under the general law. Such consolidated company shall be subject, as respects the construction, maintenance, operation, and taxation of that portion of its road built or to be built in this state, to the laws of this state, as fully as if no consolidation had been made. No right of any creditor of any company thus consolidated shall be affected by such consolidation.

1883.
Rev. 1888, §3449.

§ 3678. Where to sue or be sued. Such consolidated company may sue and be sued in any county in this state into or through which its railroad or railroad route may extend; and not less than six of its directors shall be at all times citizens of this state.

1871.
Rev. 1888, §3453.

§ 3679. Application of foregoing provisions restricted. Nothing contained in the foregoing sections of this chapter shall authorize the construction of any street railway in any city or borough, and nothing contained in said sections or in § 3688 shall authorize the taking or using of any track, wharf, depot, or depot grounds of any other company without its consent, except for the purpose of crossing or connection.

CHAPTER 213.

Location and Construction of Steam Railroads.

1849, 1883.
Rev. 1888, §3460.

§ 3680. Taking of land; commissioners' approval. Every railroad company may lay out its road not exceeding six rods wide; and for the purpose of such layout and for cuttings,

§ 3680. The right of eminent domain may be exercised over property already taken for public use. 36 C. 198. When legislature authorizes a railroad company to take land, it in effect declares that land so taken is for a public use. 69 C. 437.

embankments, and procuring stone and gravel, and for necessary turnouts, may take as much real estate as may be necessary for the proper construction and security of the road; but no real estate without the limits of such road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for such purposes, and no railroad shall lay out and finally locate its road without the written approval of the location by said commissioners. Any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, *provided* such change is made before the construction of such road or of such section or part thereof has been commenced, and is made with the written approval of said commissioners; and that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by such company as provided by law.

§ 3681. Deposit by company before approval of lay-out. Every such company, before applying to the commissioners for their approval of the location of its road, shall deposit with the state treasurer a sum equal to eleven dollars for each mile of its proposed road in this state. And the comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of said commissioners, estimating the length of its main track or tracks as equal to the proposed length of its road; and said treasurer shall deduct from said deposit the amount so apportioned to such company, and return the remainder to the treasurer of such company. 1882.
Rev. 1888, §3459.

§ 3682. Location may be altered; certificate. Every company, after its line of road shall have been located, approved, and established, may so far alter such location as to change the 1863, 1882.
Rev. 1888, §3461.

§ 3681. Layout may be in sections, and proportionate payments made as sections are approved. 73 C. 511.

§ 3682. A highway may be taken for depot. 56 C. 314. Section 3747 does not give a right of appeal from a decision on a petition based on § 3682. 60 C. 164. Where authority of commissioners and authority of municipality conflict, commissioners prevail. 66 C. 222. No appeal is allowed from decision of commissioners under this section. 71 C. 281. Taking of land to change radius of curves, etc., approved. 72 C. 489.

radius of its curves, the width of its layout, the extent of depot grounds, its slopes and embankments, may straighten and improve its lines, and extend its lines of sight, when such changes are approved by the commissioners, and may take land for additional tracks, turnouts, and freight and passenger stations, and for the purpose of supplying water for the use of its engines and stations. A certificate of such changes or taking, duly signed by the commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes are made or land taken.

1893, ch. 264.
See §3712.

§ 3683. May alter grades. Every company, after its line of road shall have been located, approved, and established, may alter its grades and raise any highway bridges that pass over its tracks to such height as may be approved by the commissioners; and may change the grade of the approaches to such bridges so as to conform to the change in the height of the bridges; but this section shall not authorize any company to raise its tracks so as to lessen the distance between an existing bridge and its tracks, without the approval of the commissioners. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any such bridge, raised under the provisions of this section, shall be assessed and paid by such company in accordance with the provisions of §§ 3713, 3714, and 3716.

1893, ch. 262.

§ 3684. Land for additional tracks. Any company may so alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an addition to the main tracks, the same shall be constructed in such manner, of such materials, and with draws of such width, as the commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of § 3732.

1884.
Rev. 1888, §3462.

§ 3685. Land cut off from access to highway. When any company shall take land for railroad purposes, and the effect of such taking is to cut off other land from practical access

§ 3685. Cutting off land from all access to highway held a taking. 66 C. 224. Commissioners' approval settles necessity and extent of taking. 69 C. 427.

to the highway, such company may, with the approval of the commissioners, take additional land sufficient for a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Such way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

§ 3686. Layout through cemetery restricted. No company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of such road, shall find that such cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

§ 3687. Land how taken; damages. When any company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable

§ 3687. The appraisal does not establish a collectible or taxable debt until the sixty days have expired. 41 C. 210. The appraisal should include all damage that may arise from the taking or occupation. 66 C. 225. Quantity of land taken should be determined before assessment of damages, but not necessarily before appointment of appraisers. 13 C. 117; 13 C. 406. Grant of power of eminent domain to private corporations to be construed strictly; incidental injuries to property, which do not constitute a taking, may be basis for damages. 21 C. 294. Company does not acquire such an interest in land as to prevent adjoining owner from crossing. 23 C. 110. Location of steam railroad on highway an imposition of new servitude. 26 C. 259. Right of mortgagee in damages awarded is not recognized by the statute which regulates the proceedings. 52 C. 283. Damage for taking not to include incidental injury caused by railroad to other disconnected land of same owner. 61 C. 451. Inability of parties to agree is a question of fact for court to determine before appraisers are appointed. 69 C. 424. Landowner cannot raise question of constitutionality of act apportioning payment of damages between company and city. 72 C. 481.

1881.
Rev. 1888, §3463.

1849, 1863, 1871,
1874.
Rev. 1888, §3464.

notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damages, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad. Such appraisers shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and such appraisers shall be paid by such company for the time actually spent in making such appraisal and return. No railroad shall be worked upon, or opened across, any real estate, until the damages appraised to any person interested therein shall have been paid or secured to his satisfaction, or deposited for his use with the treasurer of the county.

1889, ch. 149.

§ 3688. Land within location. Any company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval of such location by the commissioners, by proceedings under § 3687.

1889, ch. 170.

§ 3689. Land in highway or private way. Whenever such company shall have acquired the right to take any land used for a public highway or a private way, it shall, before taking possession of the same, apply to a judge of the superior court, as provided in § 3687, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of such taking. The appraisers so appointed shall be sworn, and shall give notice of the time and place of their meeting by posting on the signpost of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, or if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way. At the meeting of the

appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them just and reasonable. Further proceedings in connection with the condemnation of such land shall be as prescribed by § 3687.

§ 3690. Abandonment of road; damages. When any land shall have been taken for railroad purposes and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same has been opened and worked, no execution shall issue, nor shall an action for the recovery of such damages be brought against the company which took such land, by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of such taking, or for any unreasonable delay in opening and working such road.

1858.
Rev. 1888, §3:65.

§ 3691. Owner may require description of land. When any company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of the property so taken, and such company shall within thirty days deliver to him such description; and if it fail to do so, all its rights to enter upon or use such property, except for making surveys, shall be suspended until it shall have delivered such description.

1849.
Rev. 1888, §3467.

§ 3692. Plan of road to be deposited with town clerk. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in such town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course and the width of the land taken.

1849.
Rev. 1888, §3468.

§ 3693. Statement filed with secretary of state. Every company shall, within six months after the final location of its road, file with the secretary of state a statement of such location, defining the courses and distances.

1849.
Rev. 1888, §3469.

1895, ch. 232, §1.

§ 3694. Condemnation of corporate stock. In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat, ferry, bridge, wharf, or railroad corporation, and cannot agree with the holders of outstanding stock for the purchase of the same, such railroad company may, upon a finding by a judge of the superior court that such purchase will be for the public interest, cause such outstanding stock to be appraised in accordance with the provisions of § 3687. When the amount of such appraisal shall have been paid or deposited as provided in said section, the stockholder or stockholders whose stock shall have been so appraised shall cease to have any interest therein, and on demand shall surrender all certificates for such stock, with duly executed powers of attorney for transfer thereon, to the corporation applying for such appraisal.

1895, ch. 232, §2.

§ 3695. Stockholder may begin proceedings. If any person holding a minority of the shares of stock in any corporation referred to in § 3694 cannot agree with the railroad company owning three-fourths of such stock for the purchase of his shares, he may cause the same to be appraised in accordance with the provisions of § 3687. When such appraisal has been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, and the certificates for such stock, with duly executed powers of attorney for transfer thereon, have been deposited with such clerk for such railroad company, such appraisal shall have the effect of a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

1870.
Rev. 1888. §3470.

§ 3696. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors.

§ 3697. Company may operate by electricity. Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity. 1893, ch. 193.

§ 3698. Crossing of one railroad by another. Any company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same. If it cannot agree with such other company as to such crossing or connection, the commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the companies in interest to appear and be heard in relation to the matter, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the commissioners shall be judges of the question of practicability. 1882, 1883. Rev. 1888, §3471. 1889, ch. 92.

§ 3699. Construction of branches. Any company in this state may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branches is found by a judge of the superior court, upon due application, after such reasonable public notice as such judge may order, to be of public necessity and convenience. 1889, ch. 166, §1.

§ 3700. Charters amended. Section 3699, this section, and § 3701 shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any such charters as to the length of branches which such companies may build. 1889, ch. 166, §4.

§ 3701. Branches may be mortgaged. For the purpose of paying the cost of building any such branch, any railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner provided in § 3804 for verifying the cost of a railroad for the purpose of issuing bonds. 1889, ch. 166, §2.

§ 3702. Contracts with connecting roads. Any company may make lawful contracts with any other company with 1871. Rev. 1888, §3472. 1889, ch. 166, §3.

§ 3698. Injury to steam railroad from electric road crossing at grade is *damnum absque injuria*. 65 C. 434.

§ 3702. Lessor is not usually exempt from liability for negligence of lessee in operating railroad. 65 C. 230.

whose railroad its tracks may connect or intersect, in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such company.

1878.
Rev. 1888, §3473.

§ 3703. Leases to be approved by stockholders. No lease of any railroad shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the companies that are parties to the lease, by a vote of two-thirds of the stock represented at a meeting of the stockholders called for that purpose. At least one month's notice of such meeting shall be given by advertising twice a week for four weeks in a daily paper published in the state, and also by mailing a copy of the call and of the lease to each stockholder. Said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1887.
Rev. 1888, §§3447,
3475.

§ 3704. Record of conveyance or lease. All conveyances by any company or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease for more than one year, shall be filed for record by the grantee or lessee in the office of the secretary of state. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroad, acquired under any such conveyance as is specified in this section, or by virtue of the general laws of the state, may be filed for record in like manner and with like effect.

1849.
Rev. 1888, §3476.

§ 3705. Crossing highways or watercourses. When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the company may construct such railroad across or upon

§ 3705. Excavations or embankments made by railroad company, affecting value of adjoining property, are a ground for damage. 21 C. 309; 22 C. 87. The location of the substituted highway by commissioners is not subject to review. 27 C. 146. If company fails to restore highway it must indemnify town if town becomes liable for defect. 27 C. 158. Company liable for injury arising from culvert which it left uncovered in street. 29 C. 434. Where proper change of highway is once made, company is not bound to make further change by reason of increased travel. 45 C. 331. Where company built bridge, and injury resulted because borough raised highway beneath, company was not liable. 54 C. 591. Where municipal rights under charters and railroad rights under general statutes in streets conflict, railroad rights prevail. 66 C. 223.

the same if the commissioners shall judge it necessary, and authorize it by their order. Such company shall restore such watercourse or highway to its former state, or in a manner not to impair its usefulness. In case any highway is so located that such railroad cannot be judiciously constructed across or upon the same without interfering therewith, such company may, with the consent of the commissioners, cause such highway to be changed or altered, so that such railroad may be constructed on the best site. Such company shall put such highway in as good situation and repair as it was in previous to such alteration, under the direction of the commissioners, whose determination thereon shall be final.

§ 3706. Appeals. When any such company shall be authorized by an order of the commissioners to cross any pond, stream, or watercourse not navigable, an appeal shall be allowed to any interested person aggrieved by such order, to any judge of the superior court, within twenty days after the owners of the land adjoining such stream at the point of such crossing shall have had actual notice of said order. Said appeal shall be by a written petition for a hearing in regard to the order, with a citation attached thereto, returnable within twelve days after its date and served upon such company at least five days before the return day. For the purpose of disposing of said appeal, said judge shall have all the powers of the superior court, and may proceed, by himself or by committee, to a hearing, and may either confirm said order or make such different order concerning such crossing or intersection as he may deem just and proper, and may award costs as in civil actions. Said appeal shall be a *supersedeas*, so far as such crossing is concerned, until judgment shall be rendered thereon by said judge.

1869.
Rev. 1888, §3477.

§ 3707. Land may be taken for change of highway. When any highway or street shall be altered by any railroad company with the consent of the commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither such company nor the town in which such alteration shall be made has any right of way, and such company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of

1871.
Rev. 1888, §3479.

procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

1849, 1883.
Rev. 1888, §3480.

§ 3708. Construction of railroad over highway at grade restricted. Every company which may locate and construct a railroad across any highway shall construct it so as to cross over or under the same; and may, under the direction of the commissioners, raise or lower the same at such crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the commissioners shall order, and the convenience and safety of the public travel upon such highway may require; but the commissioners may, upon due notice to such company and to the selectmen of the town or mayor of the city in which such crossing is situated, direct such company to construct its railroad at such crossing upon a level with the highway; but no such direction shall be given in any case except for special reasons which shall be recorded in the records of the commissioners.

1895, ch. 2.

§ 3709. Street railway crossings. No steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railway at grade.

1883.
Rev. 1888, §3481.

§ 3710. Construction of new highway crossing railroad. Expense. When a new highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the commissioners shall direct. The company operating such railroad shall construct such crossing to the approval of the commissioners, and may take land for the purposes of this section in the manner provided by law for the

§ 3708. Change in highway wholly to save expense to company unauthorized. 25 C. 402. Term bridge, as used in city charter, held to exclude approaches and embankments. 39 C. 128. Company not liable for accident caused by borough's raising highway after completion of overhead bridge. 54 C. 591. This section construed with § 7 of the act of 1889. 62 C. 496. This section controls where city charter conflicts with it. 66 C. 222. City has no appeal from order of commissioners fixing bridge supports at curve. 57 C. 85.

§ 3710. It is not a taking of property to compel a company to pay half the expense of a bridge to protect the public. 60 C. 6. Where highway crossing railroad at grade was commenced before this section was enacted, the act prevented its completion. 55 C. 69; 70 C. 390. Commissioners may decide whether highway is to go over or under railroad, before acceptance of report of committee to lay out highway. 59 C. 210. Layout of street across railroad, without notice or compensation, may be set up in defense when city seeks injunction against obstruction of street. 72 C. 225.

taking of land by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway.

§ 3711. Commissioners to direct as to bridge over railroad. When a highway is laid out, or ordered to be laid out, across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it. No structure shall hereafter be constructed or reconstructed over and across any railroad until the commissioners shall have determined the length, width, material, and plan of such structure and its height above the roadbed of such railroad, and the necessity for such construction or reconstruction.

1887.
Rev. 1888, §3482.
1897, ch. 70.

§ 3712. Covered bridges. In all covered bridges constructed on the line of any railroad, the distance between the top surface of the rail laid in the track on the bridge and the under side of the cross-beams overhead shall be at least eighteen feet.

1869.
Rev. 1888, §3500.
See §2018.

§ 3713. Removal of grade crossings. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and

1876, 1877.
Rev. 1888, §3489.
1889, ch. 220, §1.

§ 3713. This section is a police regulation, and is constitutional. 57 C. 95; 58 C. 532. Entire expense may be imposed on company if facts warrant. 57 C. 167. The commissioners have sole original jurisdiction to determine whether public safety requires a change in a grade crossing. 59 C. 402. Provision for abolishing one grade crossing a year for every sixty miles of road is a police regulation binding corporation; it operates as an amendment to its charters without its consent. 62 C. 527. Damages resulting from closing street are a part of expense mentioned in this section. 66 C. 226. In removing grade crossing, commissioners may authorize location of abutment in highway. 70 C. 305.

the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to such petitioners, the company, the municipalities in which such crossing is situated, and the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, the commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom made. If such petition is brought by the directors of a railroad company, or in behalf of any such company, the commissioners shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any such change in the grade of such highway, to be paid by the company owning or operating the railroad in whose behalf the petition is brought; and in case such petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway; if, however, the highway affected by such last-mentioned order has been constructed since the railroad which it crosses at grade, the commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway. The directors of every company which operates a railroad in this state shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it

in this state, which crossings so to be removed shall be those which in the opinion of said directors are among the most dangerous upon the lines operated by it; and if the directors of any railroad company fail so to do, the commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the commissioners in so doing shall proceed in all respects as if the said directors had voluntarily applied therefor.

§ 3714. Commissioners may order removal of crossings. The railroad commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway crossed at grade by a railroad, or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the company or companies owning or operating such railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough, within which such highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section, one-fourth of the expense, including damages and special damages as aforesaid, shall be paid by the state, and the remainder shall be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad. Railroad companies may take land for the purpose of this section and § 3713 in the manner provided by law for the taking of land by railroad companies.

1884.
Rev. 1888, §3483.
1889, ch. 220, §§2,
3.

§ 3715. Amount of land to be taken limited. No land shall be taken by any railroad company for the purpose men-

1883.
Rev. 1888, §3484.

§ 3714. Commissioners may order new highway, if rendered necessary by change in old. 59 C. 407. Commissioners may order two converging highways joined so as to make a single grade crossing. 53 C. 367. Removal of crossing held to be made pursuant to commissioners' order, though enforced by mandamus. 72 C. 276.

tioned in § 3714, except such as the commissioners shall find to be necessary for such purpose; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1889, ch. 220, §4.

§ 3716. Highway crossed by more than one railroad.

Whenever the railroad commissioners, upon an application brought under the provisions of § 3713, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating such railroads to appear before them and be heard upon the application; and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of such crossings at the same time, and shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

1876.
Rev. 1888, §3490.

§ 3717. Assessment of damages.

In case the party by whom such changes in the highway are to be made cannot agree with the owner of land or other property to be taken or removed under such decision of the commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies, and the expense of such assessment shall be paid in the same manner as the expense of the alterations.

1876, 1877.
Rev. 1888, §3491
1889, ch. 217.

§ 3718. Appeals. The decision of the commissioners relating to any matter upon which they may act under the authority of §§ 3713, 3714, 3716, and 3717 shall be communicated to the petitioners and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing; and any person aggrieved by such decision, who was a party to said proceeding, shall have the same right

§ 3717. 66 C. 222. This section gives town power to take land for change in highway. 57 C. 102.

§ 3718. The superior court on appeal has the same discretionary powers as the commissioners. 57 C. 172. Where it did not appear that proceeding was under special act making commissioners' decision final, appeal was held valid under this section. 70 C. 328.

of appeal therefrom as is given by § 3747 concerning appeals from decisions relating to depots.

§ 3719. Repair of structures over or under railroads. 1889, ch. 220, §7.
1893, ch. 244.
Notice of defect. Railroad companies shall keep in repair all structures over or under their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and shall also keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure. The municipality where such structures are located shall give written notice to an agent of the company responsible for such structures of any defect in the same.

§ 3720. Reimbursement of towns and cities. 1893, ch. 252. The amount assessed by any order of the railroad commissioners, or the superior court upon appeal therefrom, against any town or city in this state, where the application was brought by the directors of a railroad company after the first of May, 1885, for the removal of a grade crossing in a highway which was in existence before the construction of the railroad, shall be reimbursed by the state to such town or city. Such town or city shall present its claim to the comptroller, with proofs and certificates to his satisfaction from the commissioners; and the comptroller shall thereupon draw his order on the treasurer in favor of such town or city, for the amount which he shall find due on such claim.

§ 3721. Penalty for noncompliance. 1884.
Rev. 1888, §3485. Every railroad company which shall fail to comply with any requirement of law or any order of the commissioners relating to the removal of any grade crossing or the care of any highway crossing shall forfeit, to the town in which such crossing is situated, one hundred dollars for each month of such noncompliance; and the commissioners shall give notice of all such forfeitures to such town, which shall collect the same.

§ 3722. Change of highway near railroad. 1884.
Rev. 1888, §3486,
3487. When a railroad has been laid out, located, or constructed so near a highway as, in the opinion of the selectmen of any town, the warden of any borough, or the mayor of any city, within which

§ 3719. Section 7 of the act of 1889 and § 3707 construed together. 62 C. 496. See case cited under § 3730.

such highway is situated, to endanger public travel, such selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the facts; and the commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires and a change of the location of such highway is practicable, forthwith order said company to make such change, in such manner as the commissioners may determine. The expense of such change, including the cost of fencing such relocated highway, shall, if such railroad has not been constructed at the time of bringing such petition, be paid by the company, but if the railroad has been constructed at such time, then one-half of such expense shall be paid by the company and one-half by such town, city, or borough.

1895, ch. 276, §1.

§ 3723. Commissioners may change highway. Upon petition brought by any railroad company, the railroad commissioners may order the location of a highway to be changed, when they find that such location endangers public travel; and they may make orders for the relocation of such highway to the same extent as if such petition were brought under § 3722, by the authorities of a city, town, or borough; *provided*, that whenever a petition is brought under the provisions of this section, the entire expense of making the changes shall be paid by such company.

1895, ch. 276, §2.

§ 3724. Land may be taken for change. Whenever the commissioners shall order a change in the location of a highway under the provisions of §§ 3722 or 3723, and the parties ordered by the commissioners to do the work cannot obtain the necessary land by agreement, the company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the commissioners in the same manner as lands are taken for railroad purposes under § 3687.

1895, ch. 185.

§ 3725. Statutes made part of charters of railroad companies. The provisions of §§ 3680, 3682, 3683, 3684, 3685, 3687, 3690, 3691, 3698, 3702, 3705, 3707, 3722, and 3726 shall be deemed a part of the charter of every company authorized to construct, own, or operate any steam railroad within this state, and all powers and privileges conferred and all duties and obligations imposed upon such companies by said sections

are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of said sections were parts of the charters of such companies.

§ 3726. Easements and private crossings may be condemned. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by a company for railroad purposes, or any such company whose land is incumbered by any such private rights, may bring a written petition to the railroad commissioners for the condemnation of such rights, alleging that public safety requires the elimination of such incumbrance. The commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of such rights, to the company, and to the owners of land adjoining the highway to be laid out as a substitute for such private crossing, as hereinafter provided, if any such highway is to be laid out. Upon the hearing of said petition, if public safety so requires, the commissioners shall authorize the company to condemn such private rights, and thereupon the company may proceed to condemn the same in the manner provided by law for the taking of lands by such companies. Upon the hearing of said petition, if the commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of such private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expense of making the same, including the damages to any person whose land is taken, proportionally, upon the person and parties especially benefited thereby, but at least one-half of such expense shall be paid by the company. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the company. Any per-

1876.
Rev. 1888, §3466.
1889, chs. 148,
252.
1893, ch. 263, §§1,
2, 3.

§ 3726. Suit by company, for injunction against removal of fence closing farm crossing, a sufficient suit under this section. 60 C. 200.

son aggrieved by any order or judgment of the commissioners under this section may appeal from such order or judgment to the superior court for the county in which the land lies, in accordance with the provisions for appeals in § 3747.

1897, ch. 207, §1.

§ 3727. Highway crossing discontinued. When the use of a highway crossing over a railroad has been abandoned for fifteen years, such crossing shall be deemed discontinued.

1897, ch. 207, §2.

§ 3728. When crossing must be restored. When a private crossing has been removed by a railroad company without the consent of the owner or owners, the company from whose tracks such crossing has been removed shall restore the same in good order upon the written request of the owner or owners, and for failure so to do such company shall forfeit five dollars per day to the person or persons owning or having a right to use such crossing, such forfeiture to begin thirty days from the date of such notice.

1884.
Rev. 1888, §3488.

§ 3729. Repairs and maintenance of changed highway. When the commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad shall not be constructed until certain highways have been relocated or changed by such company, and the obligation of repairing or maintaining the whole or any part of such highways is imposed upon any person or corporation other than the town, city, or borough within which such highway may be located, such provision shall be binding upon the company, and it shall be its duty to maintain and repair said highway so relocated or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such relocation or change. For the purposes of this section, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such company may use the material and abutments of any existing bridge in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its

§ 3729. When the jurisdictions of railroad commissioners and municipal authorities conflict, the commissioners prevail. 66 C. 222.

negligence in the matter of such temporary accommodations. The selectmen of any such town may discontinue such parts of the old highway as in their judgment are not of public convenience and necessity.

§ 3730. Guards for rails at crossings. When any railroad is crossed by a highway at the same level, the company operating such railroad shall, at its own expense, so guard its rails by plank or otherwise as to secure a safe and easy passage across its road. If the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that a company has failed to comply with the requirements of this section in regard to any highway within such town, city, or borough, said commissioners shall examine such crossing and make such order as they may deem necessary to carry out the provisions of this section.

1884.
Rev. 1888, §3499.

§ 3731. Bridge guards. Penalty. Every railroad company shall, if required by the commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad when the overhead structure is less than eighteen feet in height above the track. Such bridge guards shall be approved by the commissioners, and be erected and adjusted to their satisfaction. Every company refusing or neglecting to comply with the provisions of this section shall forfeit fifty dollars to the state for each month of continuance in such refusal or neglect.

1878.
Rev. 1888, §§3501,
3502.

§ 3732. Footways on railroad bridges. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. If the commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to

1866.
Rev. 1888, §3503.

§ 3730. City has no power to repair crossing neglected by railroad; remedy is through commissioners. 70 C. 397.

attach the same for support to such bridge or causeway. Such footway shall be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, maintained, and used as not to interfere with the necessary and proper use of such bridge or causeway.

1850, 1874.
Rev. 1888, §3504.

§ 3733. Cattle guards. Every railroad company shall construct suitable cattle guards and fences at all railroad crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1881.
Rev. 1888, §3505.

§ 3734. Fences. Every company shall erect and maintain fences on the sides of the railroads operated by it, at such places as the commissioners shall direct; and every company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall erect and maintain sufficient fences on the sides of such railroad, except at such place or places as the commissioners shall judge them unnecessary. Such fences shall be erected by all companies hereafter organized, within twelve months after they take possession of the lands through which their layout extends.

1881.
Rev. 1888, §3506.
1893, ch. 210.

§ 3735. Order for fencing. Said commissioners shall make special investigation as to the condition of the fences on the line of any railroad, when so requested in writing, and if they deem it necessary, shall issue their order directing the company operating such railroad to erect or repair such fences. Said order shall specify the place or places, the manner in which and the time within which the fences are to be erected or repaired, and shall be served upon the company. Such

§ 3733. This section operates as an amendment to all railroad company charters. 27 C. 479.

§ 3734. Where act authorizing commissioners' order to fence was repealed, order became void and was not revived by reenactment of same statute. 49 C. 139. When fences were to be erected where ordered by commissioners, company was not obliged to fence until order was made. 50 C. 128. Where there were repeated grants of power, and company acted under last, it was held subject to obligation to fence, which did not apply to companies incorporated under earlier grants. 51 C. 403. Unless required by special statute, company is not bound to maintain such fences as will keep boys off the track. 53 C. 473. Company not required to maintain fence between its tracks and those of another company. 57 C. 442.

service may be made by mailing a registered letter addressed to the secretary of the company.

§ 3736. Penalty. If any railroad company shall neglect to comply with any such order it shall forfeit to the state one hundred dollars per month for each month of such neglect. The commissioners shall give notice of all such forfeitures to the state treasurer, who shall collect the same. Any person who, without neglect on his part, shall suffer damage by reason of the neglect of any company to erect or maintain fences as required by law, may recover such damage from such company. 1881.
Rev. 1888, §3507.

§ 3737. When adjoining owner neglects duty to fence. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between such land and such railroad, and such owner shall have neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the commissioners, such company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on such land, and shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien; but shall not continue in force unless such company shall, within sixty days after the completion of such fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of such fence, which certificate shall be recorded by said clerk on the land records of said town. 1881.
Rev. 1888, §3508.

§ 3738. Fences affected by contract. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and such fence shall have been so erected or maintained by the company by order of the commissioners as aforesaid, such company may collect from such owner one-half of the cost of erecting and maintaining such fence, which amount shall be a lien on such land as provided in § 3737. 1881.
Rev. 1888, §3509.

§ 3736. This section should receive a reasonable rather than a literal construction. 57 C. 444.

1881.
Rev. 1888, §3510.

§ 3739. Roads operated by trustees. When any railroad shall be operated by a trustee or receiver, the duties and liabilities imposed and the rights conferred by §§ 3734, 3735, 3736, 3737, and 3738 upon companies are hereby imposed and conferred upon such trustee or receiver. Each order of the commissioners upon such trustee or receiver shall be served by some indifferent person, by leaving a true and attested copy of such order with or at the usual place of abode of such trustee or receiver, within six days of the date thereof.

1903 ch. 79.

Street railways not running on public streets or highways to be fenced. The provisions of §§ 3733, 3735, 3736, 3737, 3738, and 3739 of the general statutes shall hereafter apply to street railways, except when such street railways are located in public streets or highways.

1857.
Rev. 1888, §351

§ 3740. Complaint by state's attorney for neglect of highway. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment which it is its duty to maintain, the state's attorney in any county in which the whole or any part of said highway, bridge, embankment, filling, or abutment is situated shall make complaint thereof to the superior court for such county, and further proceedings shall thereupon be taken against such company, similar to those required against a town neglecting to construct a road laid out by the superior court, or to keep in repair a road within its limits, which it is its duty to construct or keep in repair.

1887.
Rev. 1888, §3512

§ 3741. Property needed for changing roads or bridges. When the commissioners shall recommend to any railroad company that changes ought to be made in the roadway or in any bridge of such company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or any interest therein, such company may take such property or interest in the same manner as is provided for taking land in § 3687.

CHAPTER 214.

Railroad Depots.

§ 3742. Stops near villages. When the business center of any village containing two hundred inhabitants is more than one and one-half miles from the nearest station on a railroad, and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon such railroad, at or near such village, for the purpose of receiving and discharging passengers or freight, as they shall deem just and reasonable; and no railroad company, whose trains may be thus required to stop, shall charge more than five cents for each mile or fraction of a mile for transporting passengers between such stopping place and the next station.

1866.
Rev. 1888, §3513.

§ 3743. Petition for station on unfinished road. When twenty electors shall present their petition to the railroad commissioners, alleging that the company owning any unfinished railroad ought to establish a station at or near a place named, and that the petitioners have reason to believe that said company does not intend so to do, the commissioners, after due notice to said company, shall hear said petition; and if on such hearing the commissioners find that said petition should be granted, they shall in writing designate the place for a station, within the limits stated in said petition, and said company shall establish and maintain a suitable station at such place. Either said petitioners or said company may appeal from any decision of the commissioners on said petition, to a judge of the superior court, who may affirm, reverse, or modify such decision and tax costs as he may deem best.

1865.
Rev. 1888, §3514.

§ 3744. Abandonment of station regulated. No company shall abandon any station on its railroad, after the same has been established for one year, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in such station for one month previous to the hearing.

1866.
Rev. 1888, §3516.

§ 3744. Place where trains stopped for passengers and mail, but where no tickets were sold, held to be a station. 37 C. 153. Commissioners' order for discontinuing station held void because conditional. 41 C. 356. Order for discontinuing old station on erection of new valid. 42 C. 56. Statute requiring trains to stop at a given station upheld. 43 C. 351.

1889, ch. 90.

§ 3745. Change of station when line is moved.

Whenever the directors of any company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be a railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station, after a new station has been provided at some convenient point upon the new line of such railroad. Whenever such application is made, the commissioners shall fix a time and place for a hearing, and shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice; and may upon such hearing fix the location of a new station upon the new line, and when such new station has been constructed and opened for the use of the public, such company may abandon the old station.

1893, ch. 165.

§ 3746. Restoration of station.

Whenever any freight or passenger station on any railroad shall be destroyed or rendered unfit for use, the company owning such station shall rebuild or repair the same within a reasonable time. If such company shall neglect so to do, the commissioners shall make such order regarding such rebuilding or repairing as they deem just and proper, and said order may be enforced by mandamus brought in the name of the state.

1874.
Rev. 1888, §3518.
1889, ch. 213.

§ 3747. Appeals from orders relating to stations.

Any person aggrieved by any order of the railroad commissioners, upon any proceeding relative to the location, abandonment, or changing of stations to which he was or ought to have been made a party, may appeal from such order to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing, with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day. Said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in

the premises that it may deem proper and which might have been made by the railroad commissioners, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

§ 3748. Petition for order to stop trains. When any railroad company shall refuse to stop any of its passenger trains at any station, ten freeholders of the town in which such station is situated may make their application in writing to the superior court, and if said court is not in session, to any judge thereof, praying that such company may be ordered to stop the train or trains mentioned in said application at said station, to which application a citation shall be annexed, and the same shall be served upon such company at least six days before the return day named therein. Said court or judge shall thereupon appoint a committee of three disinterested persons, who, after being duly sworn and after such notice to the parties as said court or judge may direct, shall hear said application and report their decision to said court; either party may object to the acceptance of such report, and the court may for proper cause set it aside and order a rehearing. When any such report has been accepted, the court may, if the committee's decision is in favor of the applicants, order said company to stop the train or trains as prayed for, or may make any other order which it may deem just and proper, and may tax the costs of said proceedings against either or both of said parties. Said order may be enforced by mandamus.

1868.
Rev. 1888, §§3519,
3520, 3521, 3522.

CHAPTER 215.

Obligations of and to Steam Railroad Companies.

§ 3749. Sunday trains restricted. No railroad company shall run any train on any road operated by it within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners, on application made to them on the ground that the same are required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3523.
1899, ch. 48.

1887.
Rev. 1888, §3524.
1889, ch. 23.

§ 3750. Freight not to be handled on Sunday; exceptions. No such company shall permit the handling, loading, or unloading of freight on any road operated by it, or at any of its stations within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that the commissioners may suspend the operation of this section, so as to permit the handling, loading, or unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3525.

§ 3751. Penalty. Every such company which shall violate any provision of §§ 3749 or 3750 shall forfeit to the state the sum of two hundred and fifty dollars for each violation.

1887.
Rev. 1888, §3526.
1895, ch. 123.

§ 3752. Fares on Sunday trains; forfeiture. No such company shall transport passengers on Sunday, upon any train deemed necessary according to the intent of § 3749, for less than the regular fare collected on week days, *provided* that commutation, season, and mileage tickets may be used on Sunday. No such company shall issue or accept for any travel on said day excursion or other special bargain tickets. Every company which shall violate any provision of this section shall forfeit to the state fifty dollars for each violation.

1887.
Rev. 1888, §3527.

§ 3753. Effect of preceding sections. The provisions of §§ 3749, 3750, 3751, and 3752 shall not affect statutes which prohibit secular work or recreation on Sunday, except in so far as said provisions may be found in their operation to be inconsistent with said statutes.

1883.
Rev. 1888, §3528.

§ 3754. Standard time; forfeiture. Every such company in its public advertisements and time tables, shall make use of the standard time of this state for all stations within the state. Every company which violates this section shall forfeit to the state twenty-five dollars.

1883.
Rev. 1888, §3531

§ 3755. Approach to station; forfeiture. Every such company shall maintain a convenient and safe approach for carriages to each of its passenger stations from the highway, and for a reasonable time before and after the arrival of every passenger train stopping at such station shall keep such ap-

proach free from obstruction. The commissioners may make such orders as they deem necessary and reasonable in each such case to which their attention is called. Every company violating such an order shall forfeit to the state one hundred dollars for each day of such violation.

§ 3756. Companies to afford mutual facilities. Every such company shall run its passenger trains at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other connecting railroads in this state. 1859, 1864.
Rev. 1888, §3529.

§ 3757. Commissioners may regulate connections. Any person, claiming to be aggrieved by the neglect of any such company or companies to comply with the provisions of § 3756, may, with the written approval of the selectmen of any town through which the railroad of any such company passes, bring his written petition to the commissioners, alleging such neglect. Said commissioners shall thereupon appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to such company or companies, and after such hearing the commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable, and shall communicate their decision to the petitioner and to such company or companies within twenty days after the final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each day of such non-compliance after the expiration of said ten days. 1864.
Rev. 1888, §3530.
1889, ch. 131.

§ 3758. Roads intersecting trunk line to have equal facilities. When the trunk line of any company shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk line, the company operating such trunk line shall afford equal facilities, including price and rates, to each of such competing roads, in the interchange of cars, the transportation of freight, the furnishing of tickets to passengers, and the checking of baggage. 1859.
Rev. 1888, §3532.

§ 3759. Aggrieved company may apply to commissioners. If any such competing company shall at any time deem itself aggrieved in reference to such facilities, it may com- 1859.
Rev. 1888, §3533.

plain to the commissioners, who, after due notice and hearing, shall prescribe such regulations as, in their judgment, will secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of such companies; and the superior court may compel the observance thereof, by attachment, mandamus, or otherwise, and the expenses of the proceedings shall be paid by the parties, as the court shall determine.

1856, 11859.
Rev. 1888, §3534.

§ 3760. Order by commissioners as to connections.

When it shall appear to the commissioners, by the written complaint of any railroad company, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any connecting railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, the commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint; and if, on such hearing, good and sufficient cause shall be found to exist, they shall make such regulations concerning such accommodation as they shall deem proper. Every company neglecting to comply with such regulations shall forfeit to the state twenty-five dollars for each day of such neglect.

1874.
Rev. 1888, §§3535,
3536.

§ 3761. Facilities for connecting roads; forfeiture.

Every company operating a railroad wholly or in part in this state, which connects with any other railroad in this state, shall receive, and with reasonable dispatch draw over its road, the passengers, merchandise, and cars of the company operating such connecting railroad, and shall not in any manner discriminate as to time and price for such hauling against such connecting railroad, in favor of other shippers at said point of connection. If any such company shall fail to comply with the foregoing requirements, complaint thereof may be made by the company operating such connecting railroad to the commissioners, who, after reasonable notice to the company complained of, shall, if upon hearing they find the complaint true, order the company complained of to receive and forward, according to the requirements of this section, such passengers, merchandise, and cars as may be delivered to it from said connecting railroad. Every company refusing to conform to such order shall forfeit to the state twenty-five dollars.

§ 3762. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.

1882.
Rev. 1888, §3537.

§ 3763. Couplers to be approved by commissioners. No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioners.

1882.
Rev. 1888, §3538.

§ 3764. Penalty. Every railroad company which shall permit a violation of any provision of §§ 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.

1882.
Rev. 1888, §3539.

§ 3765. Platforms; hand cars; water; checks; name on stations; placards on cars. Every such company shall provide its passenger, baggage, mail, and express cars with suitable platforms or connecting aprons or bridges, to secure the safety of persons passing from car to car, to the approval of the commissioners, except that freight or baggage cars need not be thus connected with the platform of passenger cars attached to freight trains; no company shall allow any hand car, or other car not moved by steam used upon its railroad, when removed from the railroad track, except when placed in a building prepared for it, to remain within fifty feet of any road or highway crossing said track. Every such company shall carry in each passenger car a sufficient quantity of good drinking water, with a clean tumbler or cup, for the free use of the passengers, or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water, with a clean glass tumbler, for the free use of the passengers; shall give each passenger, who shall be separated from his baggage by such company, a receipt or check for it at the time of separation; shall conspicuously post on each passenger depot the name of the station, and on each passenger car which leaves the terminus of any road operated by it, a legible card, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which each train

1848, 1864, 1866,
1867, 1872.
Rev. 1888, §3540.
1889, ch. 83.

is next to move, unless such cards shall be dispensed with by the commissioners.

1882.
Rev. 1888, §3584.

§ 3766. Water-closets at stations. Every company operating a steam railroad shall maintain at each regular passenger depot such suitable water-closets as in the judgment of the commissioners the public convenience may require. The commissioners may make all necessary orders relating thereto and enforce the same by mandamus in the name of the state.

1893, ch. 106.

§ 3767. Bulletin of late trains; penalty. The railroad commissioners, whenever requested by twenty legal voters residing within two miles of any station on a railroad in this state, or by the mayor of the city, the first selectman of the town, or the warden of the borough in which such station is located, shall require the company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of such trains. No such order shall be rescinded except after hearing by the commissioners held at or near such station, after reasonable notice by mail to the signers of such request. Any company failing to comply with such order shall be subject to the penalties prescribed in § 3888.

1867.
Rev. 1888, §3541.

§ 3768. Payment of fare not to be evaded. No person shall fraudulently evade or attempt to evade the payment of any fare lawfully established by a railroad company. No person who does not, upon demand, pay such fare, shall be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off a train between stations.

1865.
Rev. 1888, §3542.
1897, chs. 160,
181.

§ 3769. Change in commutation fares regulated. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation, and such price shall in no case be raised to an extent that shall alter the ratio as it existed on the first of July, 1865, between such commutation and the rates then charged for way fares on

§ 3768. Conductor may remove passenger who refuses to pay. 28 C. 89. Company upheld in removing passenger for refusing to pay amount greater than cost of ticket, though ticket could not be obtained. 24 C. 249. Passenger is entitled to reasonable time to find misplaced ticket. 38 C. 559.

the railroad of such company. Nothing herein contained shall prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same are issued is willing to accept the same. This section shall not apply to any contracts between this state and such company, for the transportation of members of the general assembly.

§ 3770. Transportation of milk; forfeiture. Every railroad company which refuses to transport milk for any person, on the same train and on the same conditions on which it transports milk for any other person, shall forfeit to the state twenty dollars for each offense. 1873.
Rev. 1888, §§3543,
3544.

§ 3771. Regulations for transportation of explosives; forfeiture. No such company shall receive for transportation or transport any explosive material or compound, except in accordance with such regulations as shall be prescribed by the railroad commissioners, who are hereby authorized to make such regulations, which shall supersede and render void all other laws and regulations relative to the transportation of such material or compound by such companies in this state. The commissioners shall furnish copies of all such regulations to all such companies. After such regulations have been made and copies furnished as aforesaid, any such company transporting any explosive material or compound, except in accordance with such regulations, shall forfeit to the state not less than ten or more than five hundred dollars for each offense. 1899, ch. 8.

§ 3772. Freight charges regulated. No railroad company shall charge or receive, for the transportation of freight to any station on its road, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive, for the transportation of freight to any station on the road of either of them, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on the road of either of them in the same direction. In the construc- 1885
Rev. 1888, §3545.

tion of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885.
Rev. 1886, §3546.

§ 3773. Forfeiture. Every railroad company which violates any provision of § 3772 shall be liable for all damages sustained by reason of such violation, and shall forfeit two hundred dollars to the state, to be recovered by the state's attorney of the county in which such violation takes place, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

1889, ch. 212, §1.

§ 3774. Charge for detention of cars regulated. No company owning or operating a railroad in this state shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading, for any period of less than four consecutive days, Sundays and legal holidays excluded. Such four days shall be computed from the time the cars become accessible to the shipper or consignee for the purpose of loading or unloading.

1889, ch. 212, §2.

§ 3775. Charge for storage regulated. No such company shall claim, demand, or collect, from any consignee of merchandise or freight, any sum for the storage thereof in a freight house, warehouse, or other structure, for a period of less than two consecutive days, Sundays and legal holidays excluded. Such two days shall be computed from the time of the arrival of such merchandise or freight at the place of delivery. Every such company violating this section or § 3774 shall forfeit to the state double the amount so claimed, demanded, or collected.

1889, ch. 212, §3.

§ 3776. Lien for transportation charges. No such company shall have a lien upon merchandise or freight transported by it for transportation charges, or for advances upon freight so transported, unless such company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the waybill held by such company.

§ 3777. Penalty for refusing to transport material.1879.
Rev. 1888, §3547.

Every such company which refuses to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit to the state not less than fifty nor more than three hundred dollars.

§ 3778. Penalty for refusing to give receipt.1867.
Rev. 1888, §3548.

Every such company which refuses to give a receipt to the owner or shipper, describing any commodity delivered to it for transportation, shall forfeit to such owner or shipper fifty dollars.

§ 3779. Fire caused by engine; insurable interest.1881.
Rev. 1888, §3581.

When property is injured by fire communicated by an engine of a railroad company, without contributory negligence on the part of the person entitled to the care and possession of such property, such company shall be held responsible in damages to the extent of such injury to the person so injured. Every such company shall have an insurable interest in the property for which it may be so held responsible in damages, and may procure insurance thereon in its own behalf.

§ 3780. Notice of claim.1881.
Rev. 1888, §3582.

No action shall be brought under § 3779, unless written notice of the claim is given to such company within twenty days after the fire, specifying the day and time of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

§ 3781. Land damages not to be affected by fire risk.1881.
Rev. 1888, §3583.

No appraisal of damages, for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings

§ 3779. Company held for damage to B's property caused by fire starting on A's land, and left burning at A's request. 52 C. 271. Statute held constitutional, and that "other property" included fences and trees. 54 C. 447. Statute is not penal, and action thereon is not barred for six years. 56 C. 21. Company cannot have advantage of owner's insurance on property destroyed. 60 C. 129. Liability statutory, not for negligence. 62 C. 339. Contributory negligence will defeat recovery on this statute. 72 C. 28.

§ 3781. It is impracticable to assess beforehand damage which may result from future fire. 54 C. 464.

erected or to be erected on land outside of such location, on account of sparks from engines on such railroad.

1856.
Rev. 1888, §3549.

§ 3782. Certain employees to wear badges. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.

1849, 1865, 1867.
Rev. 1888, §§3550,
3551.

§ 3783. Trespass on railroad property forbidden. No person shall, without the permission of the managers of a railroad, be upon, or attach himself to, any engine or car upon the track of such railroad, or occupy any part of the platform or grounds of any station of such railroad, or ride, drive, or lead any beast on said track, except for the purpose of crossing it. Every station agent of any such company, who shall know or have immediate information that any person has violated any provision of this section, shall forthwith notify a grand juror or other informing officer of the town in which such offense shall have been committed.

1865.
Rev. 1888, §3552.

§ 3784. Penalty. Every person who shall violate any provision of § 3783 shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

1865.
Rev. 1888, §3478.

§ 3785. Warnings at grade crossings. Every company shall keep and maintain, at each crossing at grade of any highway at which there is no gate, warning boards of such a description as the commissioners may approve.

1851.
Rev. 1888, §3553.

§ 3786. Bells and whistles. Every engine used upon a railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer and in good order for use.

1851.
Rev. 1888, §3554.

§ 3787. Bells and whistles to sound at crossings. Every person controlling the motions of an engine on a railroad

§ 3787. Company owes only ordinary care to persons on highway near railroad. 56 C. 457. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23. Engineer is not usually required to sound both whistle and bell, but must use both if circumstances require. 59 C. 369. Engineer to be judged by circumstances as they appeared to him at the time. 60 C. 299. If engineer complies with statute as to signals, he fulfills his whole duty, in the absence of special circumstances. 72 C. 212.

shall commence sounding the bell or whistle when such engine is approaching, and is within eighty rods of the place where such railroad crosses any highway at grade, and shall keep such bell or whistle occasionally sounding until such engine has crossed such highway. The company in whose service such person may be shall pay all damages which may accrue to any person in consequence of any omission to comply with any provision of this section; and no railroad company shall knowingly employ an engineer who has been twice convicted of violating any provision of this section.

§ 3788. Signals on train operated by electricity. Any steam railroad company operating any train by electricity may provide and use on such train an air whistle in lieu of a steam whistle as provided by §§ 3786 and 3787; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

1899, ch. 6.

§ 3789. Assistant engineer or fireman may signal. Every engineer in charge of an engine may direct and authorize any fireman or assistant engineer, who is under his authority at the time, to perform the duties imposed upon him as such engineer by § 3787, but nothing in this section shall relieve the engineer from any liability or responsibility.

1887.
Rev. 1888, §3555.

§ 3790. Signal at crossing not at grade. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they deem proper.

1882.
Rev. 1888, §3556.

§ 3791. Engineers to have copies of law and be sworn. No company shall permit any person to drive an engine upon a railroad operated by it, unless he shall have first received a printed copy of §§ 3786 and 3787 and of this section, and shall have made oath that he will faithfully comply with their provisions.

1851.
Rev. 1888, §3557.

§ 3792. Commissioners may regulate signals. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners,

1881, 1886.
Rev. 1888, §§3558,
3559.
1895, ch. 139.

representing that the public interest requires that the blowing of the engine whistle at certain points within the limits of such town, city, or borough shall be dispensed with, the commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating such railroad. If, after such hearing, the commissioners shall be of opinion that the sounding of the whistle as aforesaid can be safely dispensed with, they shall direct such company to omit such signal and require any other signal in lieu thereof which they shall judge best. The commissioners may from time to time thereafter, upon the petition either of such company or of such local authorities, after due notice and hearing, modify or annul any such order. Such company shall obey any order of the commissioners made in accordance with this section.

1903, ch. 32.

§ 1. Opening of drawbridge. No railroad company shall be required to open or keep open any drawbridge in the line of its railroad, except on signal for and during the passage of boats and vessels through such drawbridge; and this act shall be deemed to be amendatory of all charters of railroad companies inconsistent herewith.

§ 2. This act shall take effect from its passage.

1853, 1869.
Rev. 1888, §3560.

§ 3793. Trains to stop before crossing drawbridge or railroad. Every train shall be brought to a full stop, at a distance of not less than two hundred feet nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which it runs, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the commissioners may in writing authorize the passing of any such draw or crossing without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

1853.
Rev. 1888, §3561.

§ 3794. Penalty. Every person running such a train, who shall violate any provision of § 3793, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of every railroad company who shall knowingly permit any violation of the same shall be fined five hundred dollars.

§ 3795. Trains to stop at station near drawbridge. 1885.
Rev. 1888, §3563.

Every train obliged to come to a full stop before crossing any drawbridge shall, when the commissioners so order, stop at the regular station nearest to such bridge for a sufficient length of time to accommodate passengers who may desire to enter or leave such train, if such station is in full view of such bridge, and not more than one hundred and twenty rods therefrom.

§ 3796. Complaint of interference with navigation. 1865.
Rev. 1888, §3562.
The commissioners shall investigate all complaints made to them against railroad companies of interference with navigation in the use of drawbridges over any navigable waters, and shall make such orders in reference thereto as will in their judgment remove all just cause of complaint, in so far as this can be done with due regard for the rights of the parties affected and the public safety.

§ 3797. Switches at railroad junctions. 1853, 1856.
Rev. 1888, §3564.
No company shall permit any passenger train to be run over any switch, at any railroad junction, or at any station where such train does not regularly stop or is not then to be stopped, unless there be, at the time when such train arrives near such switch, a switchman standing at such junction switch or at the station switch so first approached, with a white flag by day or a light at night, to indicate that such switch is in a proper position for the passage of such train; or unless, in the absence of such switchman, such train shall first be brought to a full stop at a distance of not less than two hundred feet nor more than seven hundred feet therefrom. Every person who shall run a train over any switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any company, who shall permit a train to be run over any switch contrary to the provisions of this section, shall be fined five hundred dollars; but the commissioners may dispense with any such switchmen.

§ 3798. Regulation of speed and stops. 1873.
Rev. 1888, §3565.
The commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by the company of such safeguards for the protection of its passengers and the public as the commissioners may require. If such company shall neglect to make such provision, it shall forfeit five hundred dollars to the state.

1853, 1854.
Rev. 1888, §3566.

§ 3799. Number of brakemen. Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall be kept at the brake of each car; but when the double-action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.

1853, 1881.
Rev. 1888, §3567.

§ 3800. Notice to commissioners of accidents. Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the commissioners in writing, who, upon receiving such notice or upon public rumor of such accident, may repair, or dispatch one of their number, to the scene of said accident, and inquire into the facts and circumstances thereof. The commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such accident, and the names of the persons from whom the same was obtained or by whom the same may be proved.

1883.
Rev. 1888, §3568.

§ 3801. Hospital stretchers to be provided. Every such company shall provide and cause to be placed in some car attached to each train passing over its railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1884.
Rev. 1888, §3588.

§ 3802. Duties of trustees and receivers. All duties and obligations imposed by law upon such companies, in reference to returns to be made to the comptroller or commissioners, are hereby imposed upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated wholly or in part by steam power.

§ 3803. Passenger car regulations. Every railroad company may make and enforce reasonable regulations concerning the kind and size of packages or baggage which may be brought into passenger cars, and concerning the use of seats and passageways in cars. 1897, ch. 37.

Bonds, Mortgages, and Foreclosures.

§ 3804. Company may issue bonds. Every railroad company may borrow money and give its bond therefor, signed by its president and countersigned by its treasurer. Before being issued, such bonds shall be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond. The comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter the act of canceling in his register. No such company shall issue any bonds of a less denomination than one hundred dollars, nor have bonds outstanding at any one time to a greater amount than one-half the sum which its president, treasurer, and an engineer approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad, and any false swearing in the matter shall be perjury. The comptroller shall not permit the bonds of any railroad company, registered in his office, and uncanceled, to exceed the amount limited in this section. Such company may dispose of its bonds as authorized by its stockholders. 1849, 1860, 1867, 1882, Rev. 1888, §3570.

§ 3805. May secure bonds by mortgage. Such company may secure such bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the treasurer of the state and his successors in office, in trust for the holders of such bonds, and recorded in the office of the secretary of state. 1849, Rev. 1888, §3571.

§ 3804. Action does not lie on interest warrant annexed to bond, but net containing promise. 26 C. 120. Measure of damages for nonpayment of principal of bonds *held* to be interest at rate fixed by contract. 29 C. 268.

§ 3805. Mortgage of franchise sustained. 23 C. 435. General railroad mortgage *held* to cover office furniture. 46 C. 129. *Held* to cover property acquired after date of mortgage. 46 C. 156. *Held* not to cover lands outside of layout, subsequently acquired and not needed by company; *held* to cover lands purchased with company's funds, though title was in names of officers. 50 C. 150.

1877.
Rev. 1888, §3572.

§ 3806. Property subsequently acquired covered by mortgage. Foreclosure. When any such company has mortgaged, or shall mortgage, its railroad, pursuant to law, to secure its bonds, and has included or shall include in such mortgage all or any part of its rolling stock, locomotives, and cars, whether those owned by it at the date of such mortgage, or those thereafter to be acquired by it for use upon said railroad, or both, such mortgage shall be deemed valid and effectual, as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the secretary of state shall be a sufficient record and notice to protect the title under the mortgage, although such company remains in possession of the mortgaged property.

1883.
Rev. 1888, §§3447,
3448.

§ 3807. Issue of bonds. Every company consolidated under the provisions of §§ 3674 to 3677, inclusive, may issue bonds, and secure the same by a mortgage of all its franchises and property, both within and without this state, existing or to be acquired, or any part thereof, to one or more trustees, nominated by said company and approved by the governor; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both states, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this state. The provisions of § 3804 shall apply to the bonds and mortgage authorized by this section.

1889. ch. 218.

§ 3808. Limitation of guaranty of bonds and stock. Every railroad company which shall guarantee the payment of the principal or interest of any bonds, or dividends on any stock issued by any other corporation, shall cause such bonds and the certificates for such stock to be registered in the office of the comptroller, and a certificate of such registration shall appear on the face of each of such bonds and certificates of stock. The comptroller shall cancel any bonds or certificates of stock so registered which may be brought to him for cancellation, and enter the act of canceling in his register. No such company shall guarantee bonds or stock to an amount which, together with the outstanding bonds issued by such guaranteeing com-

§ 3806. *Held* that railroad mortgage could only be foreclosed by state treasurer. 50 C. 159.

pany, shall exceed one-half the actual cost of the construction of the railroad of such company, to which actual cost the president and treasurer of such company, and an engineer approved by the railroad commissioners, shall certify under oath, and any false swearing shall be perjury. The comptroller shall not permit the registration of the bonds of any such company, or of any bonds whose principal or interest is guaranteed by such company, or of any stock of another company upon which any income or dividend is guaranteed by such company, so long as there are outstanding and uncanceled bonds of such company and bonds or stock guaranteed by it, the principal of which bonds and guaranteed bonds and stock taken together is equal to one-half the cost of such company's railroad certified to in the manner hereinbefore set forth. No such company shall issue its own bonds or guarantee the principal or interest of bonds or a dividend upon stock of any other company so long as there are outstanding and uncanceled, its own bonds, or the bonds or stock of another company, guaranteed as aforesaid, or both, to a principal amount equal to one-half the cost of the railroad of such company, certified to in the manner above set forth.

§ 3809. Surrender of road to mortgage trustee.

When any such company shall have mortgaged its property or any part thereof to any person, in trust, for the security of its creditors, or any class of them, and shall have made default in the payment of principal or interest due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in possession of such property, for the benefit of such creditors. Such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that such company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

1858.
Rev. 1888, §3573.

§ 3810. Liability of trustee limited. When any such trustee shall have taken possession of any property pursuant to the provisions of § 3809, or pursuant to any authority contained in the mortgage or deed of trust, he shall take charge of

1858.
Rev. 1888, §3574.

and operate such railroad or railroad property for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any injury arising from the operation of such road, unless resulting from his wilful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors for whose benefit he acts, and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

1858.
Rev. 1888, §3575.

§ 3811. Trustee to make inventory. The trustee, upon taking possession of such property, shall make under oath an inventory of all property which comes into his possession, and lodge it for record in the office of the secretary of state; and if any other property shall afterward be discovered by him, he shall make and lodge a like inventory.

1858.
Rev. 1888, §3576.

§ 3812. Trustee to render accounts; may complete foreclosure. The trustee, while operating such road, shall file quarterly, in the office of the secretary of state, an account of all moneys received or disbursed by him in the course of his agency; and may proceed at his discretion, in the superior court in any county in which such railroad or any part thereof is located, to foreclose such company and all subsequent incumbrancers, for the benefit of the bondholders or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary foreclosure proceedings.

1858.
Rev. 1888, §3577.

§ 3813. Court may remove trustee and appoint successor. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor represented by such trustee may apply to the superior court in any county in which such railroad or any part thereof is located, for such trustee's removal. Such application shall be privileged in the order of its trial, and if the facts therein set forth are found true, such court may remove such trustee from his office and appoint another in his stead.

1858.
Rev. 1888, §3578.

§ 3814. Prior incumbrancers not affected. Nothing in §§ 3809, 3810, 3811, 3812, and 3813 shall affect any mortgage, trust, or lien upon the property foreclosed, which was

§ 3812. Trustee represents all bondholders, and they need not be given personal notice of judicial proceedings. 53 C. 349.

created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers or their trustees.

§ 3815. Trustee to have same powers as corporation.

1874.
Rev. 1888, §3579.

When any such railroad is in the possession of a trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred in good faith by such trustee in possession, to improve the lines of the railroad so in his charge, shall be reimbursed to him from the earnings of such railroad while he has the possession thereof.

§ 3816. Administration expenses to be deducted from earnings.

1858.
Rev. 1888, §3580.

The expenses of operating such railroad or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court, shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

§ 3817. Purchasers under foreclosure may reorganize corporation.

1897, ch. 88, §1.

Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or decree of a court of competent jurisdiction, in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

§ 3818. Certificate of incorporation.

The certificate to be filed as aforesaid shall be signed, sealed, and acknowledged by the persons who have acquired such property and franchises,

1897, ch. 88, §§2, 3, 4.

or a majority of them, and shall set forth: (1) the name of the corporation; (2) the names of such persons, not less than twenty-five in number, as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; (3) the amount of capital stock and the number of shares into which the same is divided; (4) the owners of such shares at the date of filing such certificate. The amount of such capital stock shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

CHAPTER 216.

Annual Returns of Steam Railroad Companies.

1878, 1883.
Rev. 1888, §§3586,
3587, 3588.
1889, ch. 172.

§ 3819. Form and date of returns. Penalty. The railroad commissioners shall annually, on or before the thirtieth day of June, furnish to every railroad company, or to the trustees or receivers operating any railroad, duplicate blanks for returns in the form required by the interstate commerce commission, which returns shall be for the year ending on said thirtieth day of June. All companies, trustees, or receivers receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers making the same. Every company, whose president or vice-president and treasurer or trustees or receivers shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer; and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

§ 3820. Returns to follow forms strictly. Amendments. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers, trustees, or receivers find it impracticable to return all the items in detail as required, they shall state in their report the reasons why such details cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. When any such returns seem to the commissioners defective or erroneous, they shall notify the company, trustees, or receivers making the same, and require the amendment of such returns within fifteen days from the time of giving such notice under the same penalty as is provided for refusing or neglecting to make returns.

1878.
Rev. 1888, §3589.

§ 3821. Returns by lessors. The officers, trustees, or receivers of every railroad company, which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road, shall make returns to the railroad commissioners concerning the leased road, separate and apart from the business of the lessee, and in the same manner in which the officers of said leased railroad would be required to make returns had it not been leased.

1884.
Rev. 1888, §3590.

§ 3822. Reports concerning trunk line of Consolidated road. For the purpose of annual reports to the railroad commissioners, the trunk line of the New York, New Haven, and Hartford railroad company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts. This section shall not affect the method of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter be merged in said New York, New Haven, and Hartford railroad company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of such merger.

1899, ch. 198.

CHAPTER 217.

Street Railway Companies.

1873.
Rev. 1888, §3595.
1893, ch. 169, §2.

§ 3823. Construction plan to be submitted to local authorities. When any company shall have been chartered by the general assembly for the purpose of operating street railways, or when any such company already organized has been or shall be given the right to lay additional tracks, before such company shall proceed to construct such railway or lay additional tracks, it shall cause a plan to be made showing the highway or highways in and through which it proposes to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes, if any, as are proposed to be made in any highway. Said plan shall be presented to the mayor and court of common council of each city, the selectmen of each town, or the warden and burgesses of each borough, within which such company proposes to operate its railway, who shall thereupon, after public notice, proceed to a hearing of all persons interested therein, and after such hearing may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan, notify such company in writing of their decision thereon and of such modifications therein as they have made. The refusal or neglect of any such local authorities to notify such company of their decision within the period of sixty days as aforesaid shall be deemed a refusal to approve and accept such plan as presented by such company. Nothing in this chapter shall prevent such company from continuing to present to such local authorities plans as heretofore provided, until such company and local authorities shall agree upon the same; and no such company shall construct such railway or lay additional tracks, except in accordance with a plan approved by the authorities aforesaid, or approved on appeal, by the railroad commissioners or the superior court, as provided in §§ 3832, 3833, and 3834.

1863, 1874.
Rev. 1888, §3596.
1893, ch. 169, §3.

§ 3824. Local authorities to direct location of tracks. The selectmen of each town, the mayor and common council of each city, and the warden and burgesses of each borough, shall,

§ 3823. Terms of charter decisive as to use of motive power. 61 C. 127. Horse railway on street not an additional servitude. 32 C. 579. Electric railway not ordinarily an additional servitude. 69 C. 146.

§ 3824. This section does not authorize selectmen to trim trees without owner's consent, to make way for wires. 66 C. 568. Conditions which municipi-

within their respective jurisdictions, and subject to the right of appeal as provided in §§ 3832 and 3843, have exclusive control over the placing or locating of tracks, wires, conductors, fixtures or other permanent structures of any such railway in the highways, over the relocating or removal of the same, and over changes in the grade of such railway, and may make all orders necessary to the exercise of such power of control; *provided*, that orders concerning relocation, removal, and changes in grade shall be made only for the purpose of public improvement. Said orders shall be in writing, and shall be recorded in the records of the respective municipalities. Every such company shall, at its own expense, comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out said orders and recover the expense thereof from such company in an action on this statute, or may proceed by writ of mandamus to compel such company at its own expense, to carry out said orders. Except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any highway made suitable for travel shall nowhere be less than eight feet in width on each side of the street railway tracks, measuring from the outer rail where said tracks are located in the center of the highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway where said tracks are located on the side of the highway, unless permission to reduce such width is obtained from the superior court or a judge thereof. Nothing herein shall require any such company to change the grade of any portion of the highway upon which its tracks are located, after such location; but whenever any such town, city, or borough shall change the grade of any such highway, such company shall temporarily remove its tracks for the purpose of such change, and when such change has been completed, such company shall conform the grade of its tracks to the newly established grade without cost or expense to such town, city, or borough.

pal authorities have no power to impose, the company need not accept or perform. 67 C. 197; 74 C. 102. Town liable for injury from excavation by company outside its location; it is the duty of the town, as well as of the company, to warn travelers against danger from excavation within railway and highway lines. 67 C. 435. It is not unlawful for telephone and railway companies to use same poles for wires. 70 C. 54. City may order removal of crossing laid five hundred feet from place shown on plan approved. 73 C. 335.

1901, ch.156, §11.

§ 3825. Hearing by municipal committee. Whenever any matter relating to street railways is required to be acted upon by the warden and burgesses of any borough, or the mayor and common council of any city, the hearing thereon may be by themselves or by a committee, either standing or special, of such warden and burgess or mayor and common council, duly appointed for that purpose, or by any board connected with such municipal government which may be designated by such warden and burgesses or mayor and common council; and in case such hearing is by a committee or board, the action of such warden and burgesses or mayor and common council shall be upon the report of such committee or board.

1893, ch.169, §11.

§ 3826. Local authorities may change orders. The town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under §§ 3823 and 3824.

1895, ch. 125, §1.

§ 3827. Orders relating to grade. No order shall be issued by the selectmen of any town authorizing or requiring a change of grade in any highway, or the location or relocation of any railway tracks in a highway, as authorized by § 3824, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature of the proposed change and the location of the same fully set forth therein.

1895, ch. 125, §3.

§ 3828. Selectmen to file orders for record. Penalty. Whenever the selectmen of a town shall prescribe the location of railway tracks in a highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter cause their decision in regard thereto to be recorded in the town clerk's office, and if they neglect to furnish the town clerk with a written statement of such decision, each of the selectmen who voted in favor of the same shall be fined not more than one hundred dollars.

1895, ch. 125, §2.

§ 3829. Tracks not to be laid until order is lodged for record. No street railway company shall lay its tracks in any highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the select-

men authorizing the same shall have been lodged for record in the town clerk's office. Any such company may at any time lodge any such order for record with the town clerk.

§ 3830. Commissioners to direct method of construction. 1901, ch. 156, §3. The railroad commissioners, subject to the right of appeal as provided in § 3834, shall have exclusive jurisdiction and direction over the method of construction or reconstruction in whole or in part of every street railway in the state, the power of designating the kind and quality of track to be used and the method of laying the same, the kind, quality, and finish of all material, tracks, wires, poles, conductors, fixtures, and structures to be used in such construction, and the method and manner of applying motive power, and may make all orders necessary to the exercise of such power and direction, which orders shall be in writing and recorded in the records of said commissioners. Every company operating any street railway shall, at its own expense, comply with and carry out such orders.

§ 3831. Orders on company's application. 1901, ch. 156, §4. All orders of the railroad commissioners provided for in § 3830 shall be made upon written application of the company desiring to construct or reconstruct a street railway, after a hearing had, upon such notice as said commissioners shall deem reasonable, to the selectmen of the town, mayor of the city, or warden of the borough within which it is proposed to construct such railway; and said commissioners may, at any time, upon the application of such company, after due notice to said municipal authorities, amend or change any order passed as aforesaid.

§ 3832. Company may appeal to commissioners. 1901, ch. 156, §5. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall make or render any decision, denial, order, or direction, with respect to the location of the tracks of any street railway company in any highway with reference to the center line of such highway and the grade thereof, and any change proposed to be made in such highway or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any such company affected thereby may appeal to the railroad commissioners from any such decision, denial,

§ 3832. Notice to company may be by mail. 73 C. 337.

direction, or order, within thirty days from the service of notice upon such company of such decision, denial, direction, or order. Such appeal shall be by petition, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal. Said commissioners shall order such notice as they shall deem reasonable to be given to such municipal authorities, of the time and place of appearance in answer to such petition; and at such time, or as soon thereafter as said commissioners shall order, such appeal shall be tried, and said commissioners shall make such orders in reference to the matters affected by the appeal as they may deem equitable. Whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of § 3823, be deemed to have refused to approve and accept any plan presented by any street railway company with reference to any matter within their jurisdiction, such company shall have a like right of appeal to said commissioners, who shall have the same powers with reference thereto that said municipal authorities would have had under the provisions of § 3823, and may make all such orders with reference thereto as they may deem equitable.

1903, ch. 209.

Paving of city streets by street railway companies.

On an appeal taken under the provisions of § 3832 of the general statutes, the railroad commissioners shall make no order providing for the paving of that part of a highway required by law to be paved by street railway companies, which shall require the use of a different substance for such pavement than that with which the whole remaining width of such highway is paved.

1901, ch. 156, §7.

§ 3833. Commissioners may amend order. Said railroad commissioners may on application of any street railway company, with due notice to adverse parties, amend or change any order passed by them on appeal.

1901, ch. 156, §8.

§ 3834. Appeal to superior court. Any party to any proceeding relating to street railways brought before said commissioners upon either original application or by appeal, aggrieved by the decision or order of said commissioners thereon, may appeal therefrom to the superior court, in the same manner as is provided in the case of appeals taken under the provisions of § 3747, and with like effect; and said court may, upon application of such street railway company, with due notice to adverse

parties, amend or change any order passed by it on appeal as aforesaid.

§ 3835. Right of certain companies to lay tracks to cease. 1893, ch. 169, §4. In case any street railway company, which, since the first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the general assembly after that at which such authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereupon cease; *provided, however,* that the right, in any highway or part of a highway, of any street railway company under any charter or amendment thereto granted prior to 1893, if such company has constructed part of its railway before said date, shall not cease because of the delay of such company to construct its railway in such highway, if such company shall construct its railway in such highway within two years from the time when the municipal authorities of the town, city, or borough in which such highway is located shall have notified such company so to do.

§ 3836. Failure to operate railway. 1893, ch. 169, §5. If any such company shall discontinue the operation of its railway in any highway or portion of a highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate shall occur, may order such company, in writing, to operate such part of its railway within thirty days from a date named in such order. On failure to comply with said order, all right of such company to occupy such highway or portion thereof, or to keep or operate its railway in such highway or portion thereof, shall cease; and such company shall immediately thereafter remove its tracks and fixtures from such highway, and put such highway or portion thereof in good condition for public travel. In case such company shall fail to remove such tracks and fixtures and put such highway or portion thereof in good condition for public travel, such town, city, or borough may cause such tracks and fixtures to be removed, and such highway to be put in good condition for public travel, and may recover the expense thereof from such company in an action on this statute.

1863.
Rev. 1888, §§ 3597,
3598.
1893, ch. 169, § 6.

§ 3837. Company to repair highway. Every such company shall keep so much of the highway as is included within its tracks, and a space of two feet on the outer side of the outer rails thereof in repair, to the satisfaction of the authorities of the city, town, or borough, which is bound by law to maintain such highway. Such authorities shall not order such company to use any better or more expensive kind of pavement or material for that part of the highway which it is the duty of such company to keep in repair, than is used by the town, city, or borough upon the remaining width of the highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location of such railway on such highway. Such municipal authorities shall keep a record of all orders as to such repairs, and shall serve a copy thereof upon such company, and every such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof. Upon failure of such company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the company in an action on this statute.

1863.
Rev. 1888, § 3597.
1893, ch. 169, § 9.

§ 3838. Damage from defect which company should repair. Any person injured in person or property, by reason of any defect in that part of the highway which any street railway company is bound to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound to keep such highway in repair, and any judgment recovered in such action shall run against both of such defendants. Such company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or the jury, if the case is tried to the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from such company. The fact that such company has kept its part of the highway in repair to the satisfaction of the municipal authorities shall not operate to shift the responsibility for injuries occurring by reason of defects therein from such company to the municipality.

§ 3839. Municipal liability limited; lien. Such town, city, or borough shall not be liable for the payment of any judgment which, under § 3838, should be paid by the railway company, unless, within sixty days after the rendition of such judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution. If any town, city, or borough shall be compelled to pay any portion of any such judgment, the first selectman of such town, the mayor of such city, or the warden of such borough, shall, within thirty days after such payment, file for record, in the office of the town clerk of the town within which such highway is situated, a certificate showing the court by which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that such town, city, or borough, claims a lien upon the tracks, fixtures, and other property of such company situated in such town, city, or borough, for the payment of such sum with lawful interest. Such sum and interest shall thereupon become a lien upon all the tracks, fixtures, and property of such company situated in such town, city, or borough, and shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens. 1893, ch. 169, §10.

§ 3840. Transportation of merchandise. Every such company may transport both persons and property, but in the transportation of property, other than such small packages and baggage as are carried by passengers, shall be subject at all times to such regulations as may be prescribed by the superior court or any judge thereof, upon the application of such company or of any person interested in such transportation, or of any town, city, or borough in which such railway is located, upon such notice as said court or judge shall deem reasonable. Any orders made by said court or judge may extend to and control such traffic over the whole line of such company, whether the same be in one county or in more than one, or may be confined to any part of such railway, in the discretion of said court or judge; and any order so made may, upon a subsequent application by such company or any person interested, or by any such town, city, or borough, be modified or rescinded by said court or judge, upon such notice as said court or judge may direct. 1893, ch. 169, §7.
See §3845.

1893, ch. 169, §13.

§ 3841. Regulation of speed. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, within their respective jurisdictions, shall have power to pass suitable regulations relating to the speed at which any such company may run its cars upon any highway, and may alter and amend the same at pleasure, and from such regulations there shall be no appeal; but none of such authorities shall, by such regulations, authorize or permit such cars to be run upon any highway at any greater rate of speed than fifteen miles per hour.

1901, ch. 127.

§ 3842. Cars to stop at drawbridge; penalty. All cars of any street railway company shall be brought to a full stop at a distance of not less than one hundred and fifty feet, nor more than two hundred feet, from the draw in every drawbridge upon the line of its road over which such cars are to run, before being run upon or over such draw, and such cars shall remain at a full stop until such draw is closed and securely fastened. Every person directing or operating any street railway car, who shall violate the provisions of this section, shall be fined not more than one hundred dollars or be imprisoned not more than three months; and the president and directors of any street railway company, who shall knowingly permit any violation of the provisions of this section, shall be fined five hundred dollars.

1895, ch. f283, §2.
1901, ch. §156, §6.

§ 3843. Appeal by adjoining owner. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall determine the location of the track of any street railway as to grade or the center line of the highway through which the same passes, any owner of land fronting on such highway, aggrieved by the location of said track or tracks as to grade or the center line of the highway in front of the premises owned by him, may appeal to the railroad commissioners from the decision, direction, or order locating such track or tracks, within thirty days after the making of said decision, direction, or order. Said appeal shall be taken in the same manner and proceeded with in all respects as provided for in § 3832 for appeals of street railway companies, except that said commissioners shall order a notice to be given to the street railway company similar to that required in said section to be given to municipal authorities.

§ 3841. This section does not fix speed, but restricts municipal action.
68 C. 475.

§ 3844. Company may purchase land for layout. Any street railway company organized under the laws of this state, with power to build and operate its railway in any highway, shall have power to purchase land, to enable such company, in the building and operation of its railway, to avoid heavy or inconvenient grades, or to render the operation of such railway more feasible and advantageous; and may construct and operate its railway over land so purchased; *provided*, that such company shall not by so doing substantially change the course and direction of its railway. 1893, ch. 169, §13.
1897, ch. 105.

§ 3845. Passenger car regulations. All such companies may make and enforce reasonable regulations concerning the kind and size of packages and baggage which may be brought into passenger cars, concerning the use of seats and passageways in cars. 1897, ch. 37.

§ 3846. Building of parallel roads regulated. No street railway shall be built or extended from one town to another in the highway so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January first, 1893, or by the superior court or a judge thereof, after an application and finding in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the provisions of any charter or amendment of a charter granted after the close of the session of the general assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build or extend its railway shall have applied to the superior court or a judge thereof, and obtained, in the manner hereinafter provided, a finding that public convenience and necessity require the construction of such railway. Any company intending to build or extend such railway shall make an application to the superior court or a judge thereof for a finding that public convenience and necessity require the construction of such railway; and such court or judge 1893, ch. 169, §8.
1897, ch. 243.

§ 3846. Parallel railway partly within and partly without highway is affected by this section. 69 C. 47. Financial ability of company to build railway properly considered in determining public necessity; decision of court or judge final, unless jurisdiction is exceeded or essentials of procedure violated. 69 C. 626.

shall thereupon fix a time and place to hear such application, and shall cause notice to be served, at least twelve days before the day of hearing, upon any railroad company or companies and any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the mayor of any city, or the warden and burgesses of any borough within whose limits it is proposed to build such railway. Such court or judge shall hear the parties and determine whether public convenience and necessity require the construction of such railway, in whole or in part, and the decision of such court or judge shall be final and conclusive upon the parties.

1901 ch. 67.

§ 3847. Maps of railways. Penalty. Every company owning or operating a street railway, wholly or in part within the limits of this state, shall, on or before the thirtieth day of September in each year, file in the office of the railroad commissioners a map or plan of all railways constructed by it during the year ending on the thirtieth day of June next preceding. Said map or plan shall be drawn upon sheets of the state topographical map of Connecticut, or, if required by said commissioners, upon such other map as they shall designate; and the single track lines operated by such company shall be shown thereon by black lines, and double track lines operated shall be shown by red lines. Said maps or plans shall in all cases be drawn to the approval of said commissioners, and they shall furnish the sheets of said state topographical map at cost to all street railway companies applying for the same. The railroad commissioners shall make or cause to be made a general map or atlas of the state from the maps or plans required to be filed by said companies as aforesaid, showing thereon all street railway lines as the same shall appear upon the maps or plans so filed, and shall, from time to time, revise such map or atlas so that it shall show all lines of street railway in operation in this state. Such map or atlas shall be kept in the office of the commissioners. Every corporation violating the provisions of this section shall forfeit to the state fifty dollars for each such violation.

1895, ch. 330.
1893, ch. 169, §15.

§ 3848. Bonds and mortgages. Foreclosure. Every street railway company may borrow money and issue therefor its bonds signed by its president and treasurer. Before being issued such bonds shall be registered in the office of the

comptroller, and a certificate of such registration shall appear on each bond; and the comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter said act of canceling in his register. No such company shall issue any bonds of a less denomination than one hundred dollars, or have bonds outstanding at any one time to a greater amount than seventy-five per cent. of the actual cost of the construction and equipment of its railway, which actual cost its president, treasurer, and a civil engineer approved by the comptroller, shall certify under oath has been actually expended in the construction and equipment of its railway, and false swearing in the matter shall be perjury. No such company, unless specially authorized by the general assembly, shall issue bonds except in accordance with the provisions of this section. Bonds issued under the provisions of this section may be secured by a mortgage of the property of the company issuing the same, by a deed duly executed by its president under its corporate seal, to the treasurer of the state and his successors in office, in trust, for the holders of such bonds, and recorded in the office of the secretary of state; and such mortgage shall secure equally all such bonds as may be issued from time to time to the full amount specified in such mortgage. The provisions of §§ 3806, 3807, 3810, 3811, 3812, 3813, 3814, and 3816, concerning the foreclosure of mortgages of railroad companies shall apply to any mortgages or bonds issued by street railway companies. No street, cable, or electric railway company, chartered after the close of the session of the general assembly of 1895, shall issue its bonds under the provisions of this section in excess of fifty per cent. of the actual cost of the construction and equipment of its railway. The comptroller shall not permit any bond issued in violation of any provision of this section to be registered in his office.

§ 3849. Rights of trustees and others after foreclosure. When the trustees for any mortgage bondholders of any such company shall take possession of the property of the same under a decree of foreclosure, or when the mortgage bondholders shall take possession either as such bondholders or as stockholders, upon a reorganization of such company, such trustees, bondholders, or stockholders shall succeed to and enjoy all the rights, privileges, immunities, and franchises that were or might have been enjoyed by the original stockholders or company.

1876.
Rev 1888, §3606.

1889, ch.2, §§1, 2.

§ 3850. Court may order sale. When the trustees for any mortgage bondholders of any such company shall take possession of its property under a decree of foreclosure, and all the rights, privileges, immunities, and franchises shall have become vested thereby in the trustees, as provided by § 3849, the court in which such foreclosure is pending may authorize and empower such trustees, or their lawful agent, to sell and convey, all and singular, the said property, rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, in such manner as said court may order; and by virtue of the mortgage of all the property of such corporation and of such foreclosure and sale, the said property, rights, privileges, immunities, and franchises, all and singular, shall pass to and become vested in the purchaser or purchasers of said property, who shall have full power to reorganize such corporation.

1889, ch. 2, §3.

§ 3851. Rights and liabilities of reorganized corporation. The capital stock and the par value of the shares of such reorganized corporation shall be the same as authorized in the original act of incorporation, and such reorganized corporation shall succeed to and enjoy all the rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, and shall be subject in all respects to the provisions of said act and any amendments thereto.

1889, ch.2, §§4, 5.

§ 3852. Certificate of reorganization to be filed. Within thirty days after the date of such reorganization, the persons so reorganizing such corporation, their grantees or assigns, or a majority of them, shall file in the office of the secretary of state a certificate under their hands and seals, duly acknowledged, setting forth: the name of the corporation whose rights, privileges, and franchises have been acquired, and referring to the acts of the general assembly under which the original organization was and the reorganization has been made; the name of the court by authority of which said sale was made, and the date of the judgment or decree; the amount of the capital stock, and the number of shares into which the same has been divided; the owners of such shares at the date of filing said certificate, and the names and residences of the directors of such reorganized corporation. In case such certificate shall not be filed in manner

and form as aforesaid, said proceedings for reorganization shall be void.

§ 3853. Use of tracks by another company. When two 1893, ch.169, §16.
or more street railway companies are operating in the same city or town, upon application of any one of such companies, the superior court or any judge thereof may, in its or his discretion, whenever public convenience and necessity require, authorize such company to run its cars over the tracks of any other of such companies for a distance not exceeding one-half mile; and in case the only approach to any city or town upon a particular side is by means of a bridge or causeway, or both, for a greater distance than one-half mile, such court or judge may authorize any suburban railway company whose railway approaches such city or town upon such side, to use the tracks of any other company crossing such bridge or causeway, or both, from the place where such railways meet to some central point in such city or town, upon such terms as to manner of use, and upon the payment of such compensation, as such court or judge may deem just; and such court or judge may change or revoke such authorization upon the application of either company. No such company shall be allowed to use the tracks of another company, unless the length of track actually owned and operated by the first company exceeds the length of track to be so used.

§ 3854. Directors to be residents of state. A majority 1893, ch.169, §18.
of the directors of every company operating a street railway in this state shall be residents of this state.

§ 3855. Steam not to be used. No street railway com- 1864.
Rev. 1888, §3594.
pany shall use steam for motive power.

§ 3856. Removal of snow regulated. No such company, 1861.
Rev. 1888, §3599.
having a track in any highway within the corporate limits of any city, shall remove snow from said track, if it is of sufficient depth to allow vehicles to pass over the road on runners, without the written consent of the mayor of the city.

§ 3857. Removal of snow from tracks in New Haven and Fairfield counties. Any such company having a track in 1874.
Rev. 1888, §3600.
New Haven or Fairfield county may remove snow from it; but the authorities having control of the highways on which any

such track is shall determine the manner in which such removal shall be made. When the snow shall be removed from any part of the track by carting, the city or borough, if any, otherwise the town, in which such part lies, shall pay half of the expense thereof to such company.

^{1874.}
Rev. 1888, §3601.

§ 3858. Disposition of snow regulated. No street railway company shall allow any snow so removed from its tracks to be placed upon any sidewalk or paved gutter, or where it obstructs or endangers public travel.

^{1861.}
Rev. 1888, §3602.

§ 3859. Articles of decomposing nature not to be used to melt snow. No such company shall sprinkle any article of a decomposing nature on its tracks, or wash them with brine or pickle, for the purpose of melting the snow thereon, without written permission from the first selectman of the town, the mayor of the city, or the warden of the borough in which such track is located.

^{1861.}
Rev. 1888, §3604.

§ 3860. Penalty for wrongful use of tracks. Every person who shall, without the consent of such company, use upon any street railway any vehicle with running gear fitted for the track of such road, and different from vehicles ordinarily used on highways, for the purpose of conveying passengers for hire upon the track of such road, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

1893, ch. 169,
§§12, 13.

§ 3861. Application of chapter restricted. Highway includes bridge. The provisions of this chapter relating to the powers of municipal authorities over street railways shall apply only to such portions of such railways as are constructed upon, over, or through any highway. The term highway, as used in this chapter, includes and covers the terms street and bridge.

1889, ch. 168.
1893, ch. 208.
1895, ch. 2.

§ 3862. Grade crossings prohibited. No electric, cable, or horse railway shall be constructed across the tracks of any steam railroad at grade.

1895, ch. 223, §1.
1901, ch. 166, §1.

§ 3863. Removal of grade crossing. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such

§ 3862. Held not to repeal charter right to cross steam road at grade.
65 C. 410.

highway, or any street railway company whose tracks cross the track of a steam railroad in the highway at grade, may bring its petition for the removal of such crossing in the manner specified in § 3713 for municipal authorities, and the railroad commissioners shall proceed upon such petition in the same manner and with the same powers as provided in § 3713 in the case of petitions brought by such municipal authorities.

§ 3864. Commissioners may apportion expenses. In proceedings taken under any of the provisions of §§ 3713, 3714, and 3716, or of §§ 3863, 3865, and this section, if any changes or removals shall be ordered, the railroad commissioners, or the superior court on appeal, may order such amount as they deem proper of the whole expense of such changes or removals to be paid by any street railway company coming under the description of § 3863; *provided*, that in case any such street railway company shall not be the petitioner, and furthermore, shall not have laid its tracks in the highway on both sides of the track of the steam railroad crossed by such highway, said commissioners, or the superior court on appeal, shall order said expense to be paid in the first instance by other parties to the proceedings before them, and shall order such street railway company to pay, in the manner and the proportion to be designated, to the parties paying said expense in the first instance, such amount of said expense, to be assessed in said order, as they shall deem proper, whenever such company shall lay its tracks at such crossings across, over, or under the tracks of such steam railroad. Such street railway company shall not commence to build its railway across, over, or under the tracks of the steam railroad at such crossing, until it shall have paid such amount in accordance with said order. No greater proportion of said expense shall be ordered to be paid by any town, city, or borough, under the authority of §§ 3863, 3865, and this section, than the proportion named in §§ 3713 and 3714.

§ 3865. Appeal. The provisions of § 3747 in relation to appeals shall apply to any decision of the railroad commissioners under the authority of §§ 3863 and 3864. Any street railway company coming within the description of any clause of § 3863 shall be made a party to any proceeding before the railroad commissioners, or before the superior court on appeal, for the change

1895, ch. 223, §2.
1901, ch. 166, §2.

1895, ch. 223, §3.
1901, ch. 166, §3.

or alteration of any highway crossing a steam railroad at grade, or for the removal of such grade crossing, upon motion of any party to such proceeding.

1895, ch. 332, §§ 1,
2.

§ 3866. Commissioners to prescribe manner of crossing. When the tracks of any street railway and of any steam railroad legally cross at grade, the railroad commissioners, upon the written application of the corporation or person operating such street railway or such steam railroad, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind as the commissioners shall require. Such orders shall be made after reasonable notice to both parties to appear and be heard, and shall prescribe the time within which, and by whom, and in what manner, such order shall be executed. The commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing. When the railroad commissioners deem that public safety requires, they may, without application to them, make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as are provided for in this section.

1895, ch. 332, §§ 3,
4.

§ 3867. Payment of expense. Mandamus. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last constructed at such crossing, and such corporation or person shall also maintain the same. Any such order may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

1895, ch. 120.

§ 3868. Maintenance of plank on bridge. Where any street railway is constructed upon a highway bridge over the tracks of any steam railroad, the company owning such street railway shall keep in repair so much of the planking of such bridge as is included within its tracks, and the planking upon the space between its tracks.

1895, ch. 221, § 2.
1897, ch. 241, § 1.

§ 3869. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street

railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.

§ 3870. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to platforms made pursuant to § 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal. 1897, ch. 241, §2.

§ 3871. Guard rails on bridges. Where the tracks of any street railway company cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard rails thereon as are provided in § 3896 for the placing of guard rails on the bridges of steam railroads. 1895, ch. 221, §1.

§ 3872. Returns to commissioners. All companies, trustees, or receivers operating street railways in this state shall, on or before the fifteenth day of September in each year, make a return to the railroad commissioners in such form as they shall prescribe. Such form shall substantially follow the form required by the interstate commerce commission for steam railroads, so far as such form is applicable to the business and affairs of street railway companies, with such additional matters as shall render said return as complete, as to the business, property, and affairs of such companies, as the return required from steam railroad companies under the provisions of § 3819. Said return shall be for the fiscal year ending the thirtieth day of June next preceding, and shall be signed and sworn to by the president and treasurer of the company or by a majority of the trustees or receivers making the same. The commissioners shall annually, 1865.
Rev. 1888, §3605.
1893, ch. 169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

on or before said thirtieth day of June, furnish such companies, trustees, or receivers with duplicate blank forms which shall conform to the requirements of this section. The provisions of §§ 3820 and 3821 shall apply to street railway companies. Said returns shall be published annually by the commissioners in their report, and the expense of such publication shall be paid in the manner provided by § 3882.

1865.
Rev. 1888, §3605.
1893, ch. 169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3873. Penalty for neglect to make returns. Every company whose president and treasurer or trustees or receivers shall refuse or neglect to make such returns shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer. The books of every such company shall at all times be open to the inspection of any committee of the general assembly appointed to make such inspection.

1897, ch. 209.

§ 3874. Apportionment of cost. Forfeiture. Every such company which has not apportioned the cost of its road, equipment, and permanent improvements strictly according to the form prescribed pursuant to § 3873 by the railroad commissioners under the head of "cost of road, equipment, and permanent improvements," shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners, in the annual returns hereafter filed by such company. In case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned. Every such company failing to comply with the provisions of this section shall forfeit to the state one thousand dollars.

1899, ch. 63.

§ 3875. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.

§ 3875. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

§ 1. Title by adverse possession not acquired to land used by electric railway company. If any person shall take into his enclosure any part of land belonging to a railway company within the limits of which said company has located an electric railway, or shall erect any building upon any part of such land, said person shall not by adverse possession acquire any title to the land so enclosed or built upon.

1903, ch. 85.

§ 2. This act shall take effect from its passage.

CHAPTER 218.

Railroad Commissioners.

§ 3876. Appointment. There shall be three railroad commissioners. The governor shall, within sixty days from the organization of the general assembly at its regular session in 1903, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, one railroad commissioner, and shall within sixty days from the organization of said assembly at its regular session in 1905, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, two railroad commissioners.

1853, 1858, 1865,
1874, 1877, 1887.
Rev. 1888, §3413.

§ 3877. Term of office. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The senate shall act on all such nominations within ten days after they are made. If the governor shall fail to nominate, within the sixty days prescribed, a person or persons for railroad commissioner or commissioners who shall be confirmed by the senate, the general assembly shall fill the vacancy or vacancies which would otherwise occur.

§ 3878. Qualifications of commissioners. One of the commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice; one shall be a capable and experienced civil engineer, of at least ten years' practice; and the remaining commissioner shall be a practical business man; and they shall constitute the board of railroad commissioners. No stockholder or agent of any railroad or street railway company shall be a commissioner.

1877.
Rev. 1888, §3414.

1877.
Rev. 1888, §3415.

§ 3879. Vacancies how filled. If any vacancy occurs in said board at a time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled for the remainder of their respective terms in the manner provided in § 3877.

1871, 1874, 1877.
Rev. 1888, §3416.

§ 3880. Clerk and office. The commissioners shall appoint a clerk. The comptroller shall furnish them an office in the capitol, which they shall keep open during the usual business hours, and they shall keep their records there.

1877.
Rev. 1888, §3417.
1901, ch.156, §13.

§ 3881. Records. Employment of experts. The commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom such facts were obtained or by whom they may be proved. Said commissioners may when necessary employ an electrical engineer and other experts and agents.

1877.
Rev. 1888, §3418.
1901, ch.156, §12.

§ 3882. Payment of commissioners. The office expenses, salaries, and traveling and incidental expenses of the commissioners shall be paid monthly from the treasury of the state, and in July of each year the whole amount so paid during the year ending the fourth of July shall be apportioned by the comptroller among the several companies, trustees, receivers, assignees, lessees, or other parties operating railroads and street railways in the state in proportion to the respective valuations of their property made and corrected for the purposes of taxation during the year next preceding, under the provisions of § 2424, who shall pay to the treasurer the amount so apportioned to them respectively.

1853.
Rev. 1888, §3419.
1901, ch.156, §14.

§ 3883. Commissioners to have free passage. The commissioners shall have the right to pass free of charge, in the performance of their duties, on all railroads and street railways in the state, and to take with them any person in their official employment.

1874.
Rev. 1888, §3423.

§ 3884. General duties. The commissioners may at any time, and on the complaint in writing of five of the stockholders

§ 3884. Railroad commissioners have no powers of arbitration, and cannot render conditional judgments. 41 C. 355. Their duties are administrative rather than judicial. 43 C. 382.

or creditors of any railroad company assigning sufficient reason shall, examine the railroad of such company and all its appurtenances, engines, and cars, and its by-laws and rules; and in such examination shall pass over the road at a rate not exceeding six miles an hour, shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, after notifying the company in writing of the time of such examination. They shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and outbuildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting to comply with such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and baggage; and shall cause printed copies of §§ 3783 and 3784 to be kept posted up at all railroad stations, and may cause any other portion of the law relating to railroads to be posted as they may direct.

§ 3885. Notices concerning layout and real estate.

Before the commissioners shall approve the layout of any railroad, or the taking of any real estate for the purposes of such road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such real estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in such real estate. If any such person resides out of this state, or is a *feme covert*, infant, or *cestui que trust*, or is *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

1849.
Rev. 1888, §3420.

§ 3886. Road not to be opened without certificate of commissioners.

No part of any railroad or street railway shall

1856.
Rev. 1888, §3421.
1901, ch. 156, §1.

be opened for public travel unless the company operating such railroad or street railway shall first obtain a certificate signed by the commissioners that it is in a suitable and safe condition.

1850, 1856, 1862.
Rev. 1888, §3422.
1901, ch. 156, §2.

§ 3887. Commissioners to examine roads. The commissioners shall examine the several railroads and street railways in the state once in each year, and oftener when they deem that public safety so requires, and shall make a like examination of any railroad or street railway within the limits of any town, when so requested in writing by the selectmen of such town or by the authorities having control and supervision of the streets and highways therein, and shall see that such railroads and railways are kept in suitable repair, and that the companies operating them faithfully comply with all provisions of law.

1884.
Rev. 1888, §3424.

§ 3888. May order gates, flagmen, and signals. Penalty. The commissioners, when requested in writing, by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within such town, city, or borough, shall visit such place, first giving the authorities making such request, and the company operating the road, reasonable notice thereof; and if they find that public safety requires it, shall order such company to maintain a gate or electric signal, or to keep a flagman at such place, or to do any other act necessary for the protection of the public, and may specify when such gate shall be opened and closed, or when a flagman shall be on duty, and may change any such order when they deem it necessary, first visiting the town, city, or borough in which such crossing is located, and there giving the authorities thereof and such company an opportunity to be heard. If any such company shall neglect to station flagmen or maintain gates or electric signals as ordered by the commissioners, or shall neglect to comply with any order of the commissioners made pursuant to this section, it shall forfeit to the state fifty dollars for each day of such neglect.

1883, 1884.
Rev. 1888, §3425.
1889, ch. 216.

§ 3889. Notice of decision. Appeal. When the commissioners, on application as provided in § 3888, shall make or refuse to make an order, their decision shall be communicated to

§ 3888. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23.

the parties in interest within thirty days from the final hearing, and any party aggrieved by such decision may appeal therefrom to the superior court in the manner provided for appeals in § 3747 and with like effect. In all cases in which, on appeal as aforesaid, an order shall be passed by the superior court, said court may, at any time upon the application of any party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding such crossing.

§ 3890. Orders for heating and lighting cars. The commissioners may make all orders which shall seem to them to be required by public safety, relating to heating and lighting passenger cars, and shall report any neglect by any railroad company to comply with such orders, to the general assembly at its next regular session.

1887.
Rev. 1888, §3569.

§ 3891. Use of highway for switching restricted. The commissioners may forbid any railroad company to use for switching purposes or standing trains such portion of its tracks upon or across any highway as in their opinion public convenience requires should not be so used; and they may limit the number of tracks which a company may lay upon or across a highway for side tracks or switching purposes, and may order any such company to remove such of the side tracks or switching tracks now laid upon or across any highway as the commissioners may deem public convenience or safety requires should be removed.

1884.
Rev. 1888, §3492.

§ 3892. Use for switching regulated on petition; appeal. Said commissioners, when requested in writing by the selectmen of any town, the mayor of any city, or the warden of any borough, to forbid the use for switching purposes of the tracks of any company where the same cross any highway within such town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request and to such company, and, if they find that public convenience requires, shall order the company operating such railroad not to use the same, or such part thereof as may be specified in said order, for switching purposes, and may make any order regulating such switching that they shall deem proper; and, upon like application and notice, shall make such orders in regard to the laying

1884.
Rev. 1888, §3493.

of side tracks or tracks for switching purposes upon or across such highways, or for the removal of such tracks already laid, as they may judge proper. The commissioners may change any such order, after giving such town, city, or borough, and such company an opportunity to be heard. When the commissioners, on application as aforesaid, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within twenty days from the final hearing, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in § 3747, and with like effect. The superior court may upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid.

1883.
Rev. 1888, §3498.

§ 3893. General orders regarding crossings. Penalty.

The commissioners may make orders for the regulation of the speed at which locomotives and cars shall cross highways, and generally may make all orders which they deem necessary or proper to prevent inconvenience to the public relating to the crossing or obstruction of highways by locomotives and cars. Every company which shall violate any such order shall forfeit to the state fifty dollars for each day of such violation.

1895, ch. 133.

§ 3894. Speed of trains in cities and boroughs.

The power to regulate the speed of railroad trains within the limits of cities and boroughs shall be vested exclusively in the board of railroad commissioners.

1853.
Rev. 1888, §3426.
1901, ch. 156, §9.

§ 3895. Recommendations by commissioners.

The commissioners shall, from time to time, recommend to the several companies operating steam railroads and street railways in this state, or to any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public safety or interest; and shall report to the next general assembly any neglect on the part of any such company to comply with any such recommendation.

1878.
Rev. 1888, §§3427,
3428.

§ 3896. Guard rails on bridges. Penalty.

When the commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this state that guard rails or any other appliances to secure safety should be placed upon any bridge used by the company operating such railroad, the commissioners may order such company to place such guards upon such

bridge as they may deem necessary and proper. Every such company which shall neglect or refuse to comply with such order shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

§ 3897. When officers or company may be enjoined.

If, upon examination of any railroad or the affairs of any railroad company, the commissioners shall be of opinion that such road is in such condition, or that the affairs of such company are so conducted, as to endanger public safety, or that the company has violated the law or refused to obey the directions of said commissioners or of the superior court, or any judge thereof, they may within one year after said examination make application to any judge of such court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and such judge may proceed thereon as the superior court may do on complaints for injunctions.

1853.
Rev. 1888, §3429.

§ 3898. Commissioners may examine witnesses.

The commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company or street railway company; and whoever shall refuse, without justifiable cause, to appear and testify, or shall in any way obstruct any railroad commissioner in the discharge of his duty shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both. The fees of witnesses summoned by the commissioners to appear before them under the provisions of this section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the state treasurer upon the order of the comptroller.

1872, 1881.
Rev. 1888, §§3430,
3431.
1901, ch. 156, §15.

§ 3899. Commissioners' report. The commissioners shall make an annual report of the general conduct and condition of all railroads and street railways in the state, and of every violation of law by any company owning or operating any such railroad or street railway, and shall embody in their report such suggestions for legislation as they may think proper.

1853, 1876, 1883.
Rev. 1888, §3432.
1895, ch. 294.
1901, ch. 156, §10.

§ 3900. Penalty for disregard of order. When any railroad company fails to comply with any lawful order of the commissioners relating to any highway crossing or portion of a railroad within any town in this state, for which failure no other

1884.
Rev. 1888, §3496.

penalty is provided, such company shall forfeit to the town, within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1884.
Rev. 1888, §3497.

§ 3901. Recovery of forfeitures to state. All forfeitures, not otherwise provided for, accruing to the state from any railroad company by reason of its neglect or refusal to comply with the orders of the commissioners, shall be recovered by the state treasurer in an action upon the respective statutes providing for such forfeitures.

General Penalty.

Rev. 1888, §3607.

§ 3902. Penalty. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not more than five hundred dollars.

TITLE THIRTY.— CHAPTER 226.

1875.
Rev. 1888, §2959.

§ 4034. Deeds of railroad companies. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands to the absolute use of the grantee.

1846.
Rev. 1888, §2971.

§ 4047. No right to railroad or canal land by adverse possession. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth of June, 1831, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

TITLE THIRTY. — CHAPTER 230.

1886.
Rev. 1888, §2974.

§ 4068. Use of barbed wire regulated. No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough, in which such sidewalk or highway is situated.

§ 4069. Barbed wire between adjoining premises. No person or corporation shall use barbed wire in the construction of fences, or have barbed wire upon existing fences, between their own premises and those of an adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent. Every person or corporation violating any provision of this section shall be fined not more than one hundred dollars.

1899, ch. §126.

§ 4070. Use of barbed wire prohibited. No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or public building. Every person who shall violate any provision of this section shall be fined not more than one hundred dollars.

1889, ch. 143.
1897, ch. 52.

TITLE THIRTY-ONE. — CHAPTER 232.

§ 4117. Unclaimed damages for land taken to be paid to state treasurer. When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the state, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

1880.
Rev. 1888, §1988.

TITLE THIRTY-TWO. — CHAPTER 233.

§ 4140. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad

1871.
Rev. 1888, §3022.

property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of §§ 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.

TITLE FIFTY-SIX. — CHAPTER 283.

1878.
Rev. 1888, §3696.

§ 4800. Board of civil engineers. The member of the board of railroad commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this state, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where, by the breaking away of the same, life or property may be in danger.

1878.
Rev. 1888, §3697.

§ 4801. Term of office; fees. The members of said board shall be sworn to faithfully and impartially perform the duties imposed upon them by this chapter, and shall continue in office for the term of two years and until others are appointed in their stead. They shall each receive ten dollars per day and all necessary and reasonable expenses while actually employed.

§ 1878.
Rev. 1888, §3698.

§ 4802. Inspection of dams; notice; expenses. The mayor and aldermen of any city, the warden and burgesses of any borough, or a majority of the selectmen of any town, upon the application of two or more persons or corporations who would suffer loss or damage by the breaking away of any dam or reservoir within said city, borough, or town, shall forthwith inspect the same, and if in their opinion said dam or reservoir is not sufficiently strong and substantial to withstand the action of water under any circumstances which may reasonably be expected to occur, they shall at once notify one or more of the board of civil engineers to inspect the said dam or reservoir with them, and if in the judgment of said engineer said dam or reservoir is unsafe, such municipal authorities shall serve notice on the person owning or having the care and control of the same to place said dam or reservoir in a safe or permanent condition, under the supervision of one of said board of civil engineers; when such repairs are completed and accepted by said civil engineer he shall issue a certificate to said persons owning or controlling the same,

and also cause to be recorded upon the records of the town in which said dam is located his doings with a copy of the certificate so issued; but if said engineer shall find said dam or reservoir to be secure and safe, then the expense of such inspection shall be paid by the town in which said dam or reservoir is located.

§ 4803. Approval of new dams. Before any person or corporation shall construct a dam or reservoir in a locality where life or property may be endangered through the insufficiency thereof, the plans and specifications for such dam or reservoir shall be submitted to a member of said board of civil engineers, who shall examine the ground where the dam or reservoir is to be built and the plans and specifications therefor; if he approve the same, he shall issue a certificate authorizing the construction of such dam or reservoir. No such dam or reservoir shall be constructed without such approval and certificate.

1878.
Rev. 1888, §3699.

§ 4804. Inspection of work; certificate of approval. The engineer, under whose authority a dam or reservoir is being constructed, shall inspect the work or cause the same to be inspected at least three times before completion; and if he shall be satisfied that such dam or reservoir has been built in a substantial and safe manner, in accordance with the plans and specifications approved by him, and is strong and secure, he shall issue a certificate approving the same, which certificate shall be recorded in the office of the town clerk of the town in which such dam or reservoir is located. No such dam or reservoir shall be used until such certificate is obtained and recorded.

1878.
Rev. 1888, §3700.

§ 4805. Compensation. The compensation and expenses of the board of engineers, or any of them, when acting under the provisions of §§ 4802, 4803, or 4804, shall be paid by the person owning or constructing the dam or reservoir.

1878.
Rev. 1888, §3701.

§ 4806. Penalty. Every person who shall build any dam or reservoir except in compliance with the provisions of this chapter, or shall use a dam or reservoir when constructed before he shall have obtained a certificate as provided in § 4804, shall forfeit five hundred dollars for the use of the state. Any person constructing a dam or reservoir, or using any such dam or reservoir when constructed without complying with the provisions of §§ 4803 and 4804, may be enjoined from constructing or using any such dam or reservoir.

1878.
Rev. 1888, §3702.
1892, ch. 213.

1878.
Rev. 1888, §3702.
1893, ch. 213.

§ 4807. State's attorney to sue for penalty. The state's attorney of the county in which such dam or reservoir may be located, upon the complaint of any engineer designated under the provisions of this chapter shall institute an action to recover such forfeiture and to enjoin the construction and use of such dam or reservoir. The superior court may render all judgments necessary to carry into effect the provisions of this chapter.

TITLE FIFTY-EIGHT. — CHAPTER 285.

1893, ch. 119, §1.

§ 4866. Conditional sale of railway equipment to be recorded. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the vendee until the purchase price shall be fully paid, or that the vendor shall have and retain a lien thereon for the unpaid purchase money. In any contract for the leasing or hiring of such property, it shall be lawful to stipulate for a conditional sale thereof, at the termination of such contract, and that the rentals or amounts to be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided* that no such contract shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser for value and without notice, unless the same be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the secretary of state, nor unless each locomotive engine, or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor, plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

§ 4866. Cited 63 C. 439.

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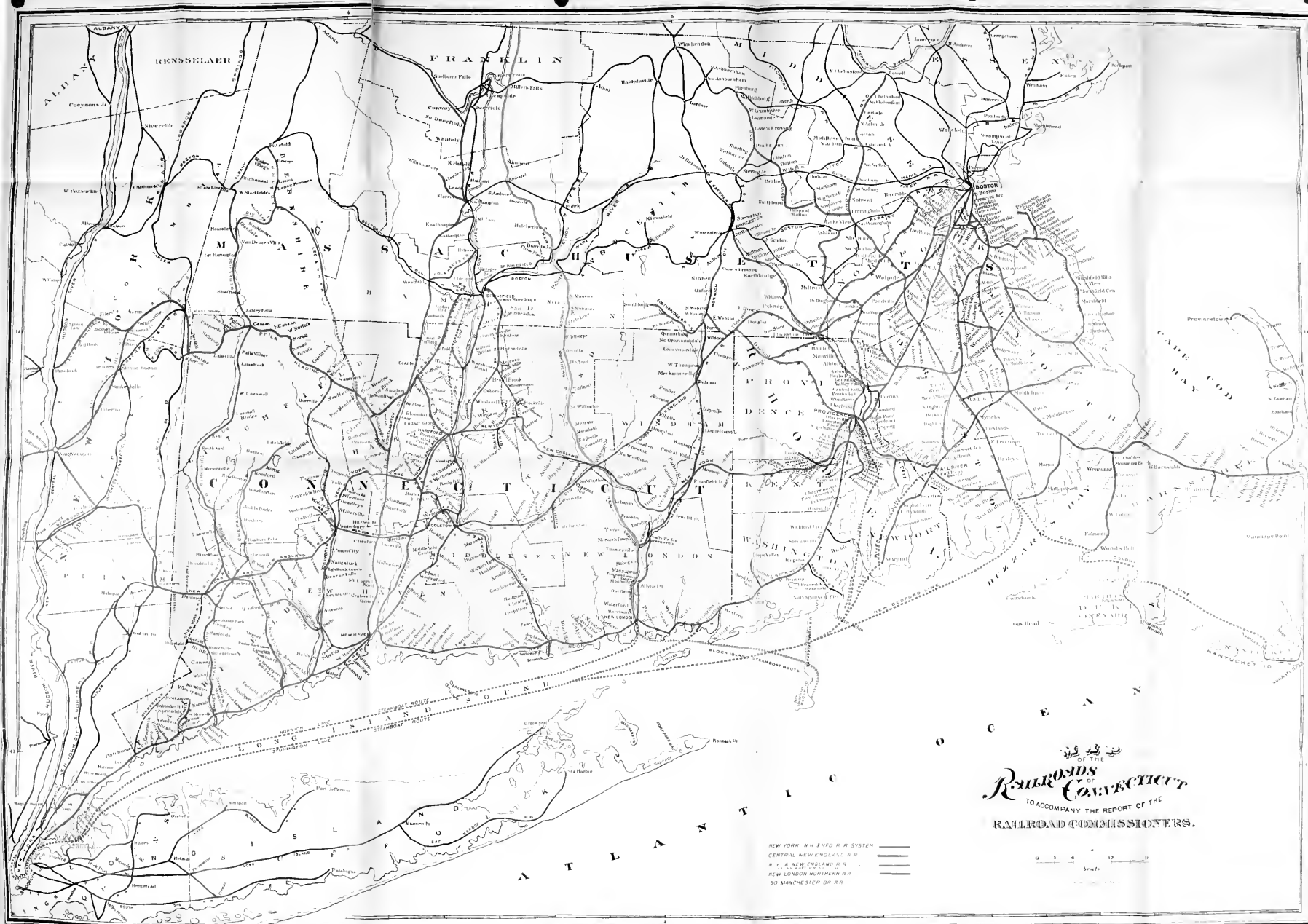
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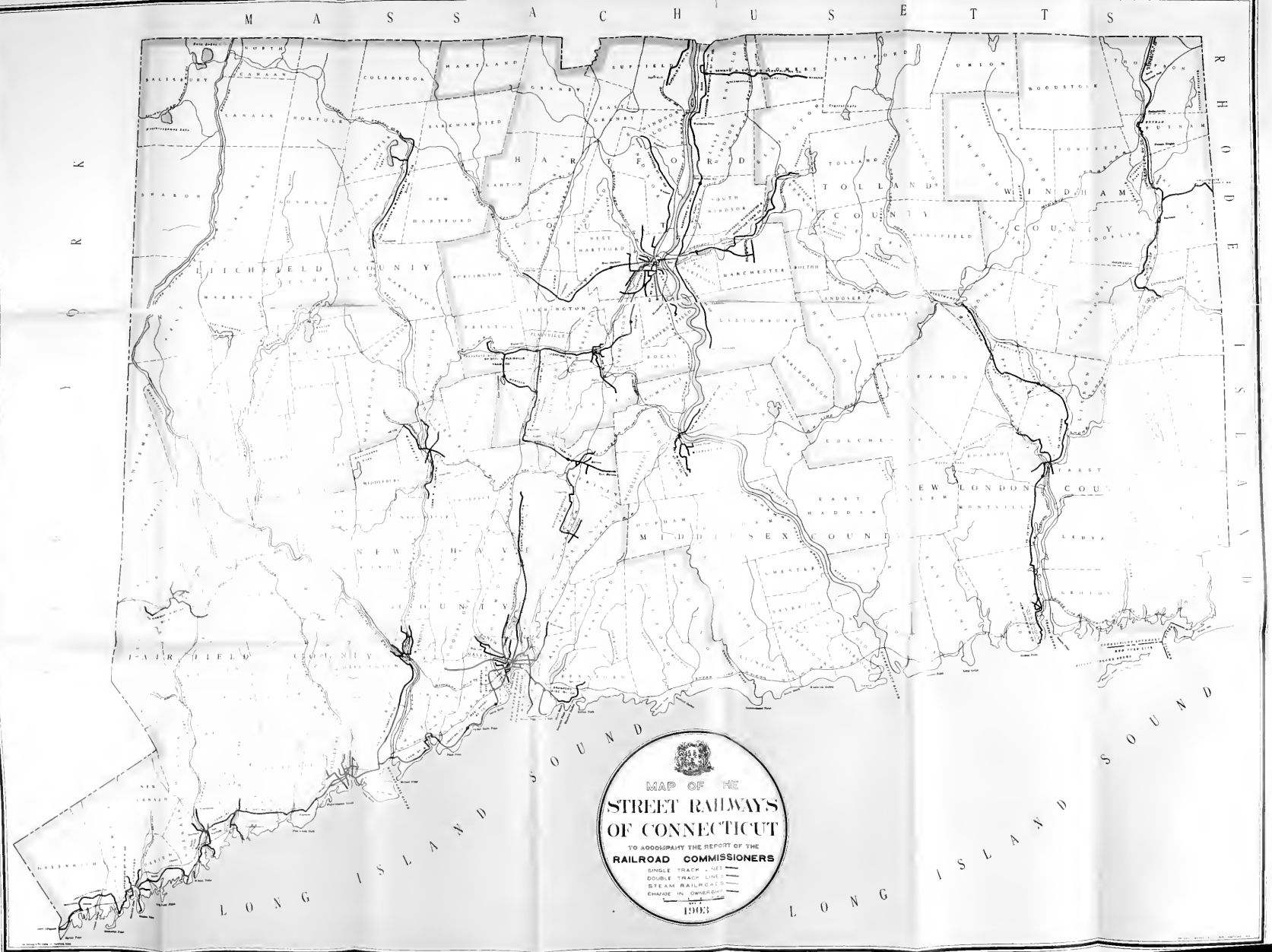


OF THE
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TO ACCOMPANY THE REPORT OF THE
RAILROAD COMMISSIONERS.

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